The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4843 | 光緒三十一年四月初八號 | THURSDAY, MAY 11, 1905. | 四年禮 | 號一十月五英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHWANG.
TIENTSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
„ „ 6 „ 4 „
„ „ 3 „ 3 „

TAKASHI TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000
Silver Reserve .....$ 8,000,000 $18,000,000
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
C. Goetz, Esq. — H. Schubart, Esq.
Hon. W. J. Gresson. — E. Shellim, Esq.
G. H. Medhurst, Esq. — Hon. R. Shewan.
A. J. Raymond, Esq. — N. A. Siebs, Esq.
E. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 10th May, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin — Calcutta — Hankow
Tientsin — Tsingtau — Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [2

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,947,200
RESERVE FUND .....GOLD $ 3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vœux Road,
Hongkong, 18th February, 1905. [21

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. — PENANG.
CHEFOO. — SINGAPORE.
HANKOW. — TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
2 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

ALL SUFFERERS FROM NERVOUSNESS AND GENERAL DEBILITY SHOULD TRY OUR NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES..... $1.50.

THE PHARMACY,
56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [45

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895 [52

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinoura, Kawada, Mameda, Mahrotta, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibaru and other Coals.

S. MINAMI, Manager, Hongkong. 38]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	PALERMO ..... E. G. Andrews	About 16th May	Freight only.
SHANGHAI.....	BENGAL ..... G. Philipps	About 19th May	Freight and Passage.
LONDON, &c.....	CHUSAN ..... H. W. Kenrick, R.N.R....	May 20th, Noon	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID...	POONA ..... C. R. Longden, R.N.R....	About 22nd May	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 11th May, 1905 [2

Intimations.

LANE, CRAWFORD & CO.

—to—

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES
"THE DOVER"
No. 8.....$50.00 No. 9.....$65.00

WROUGHT STEEL ENAMELLED SAUCEPANS
will not CHIP or CRACK in use
2 3 4 5 6 7 8 10 12 16 PINTS
$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.
A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS - - - - - from $4.00
TOILET CANS - - - - - „ „ 2.50
BLOCK TIN TEA & COFFEE POTS „ „ 1.00 each
MILK SAUCEPANS - - - $2.25 & 3.00 „

"GEM" ICE CREAM FREEZERS
2 4 6 8 QUART
$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY.
ELECTRO PLATED FORKS, SPOONS, ETC.
LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.

FOR STOMACH troubles and all diseases arising from excess of URIC ACID such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the flavour.

Telephone No 75.

Sole Agents for Hongkong:—
CALDBECK, MACGREGOR & CO.,
15, Queen's Road.

Hongkong, 28th April, 1905. [17

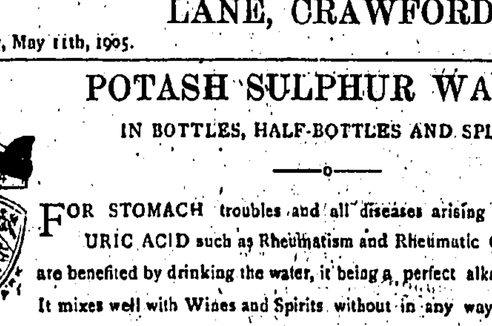
E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS
For Reliability, Workmanship.
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC Co.
„ W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
„ H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1901. [201

Intimations.

Bovril *is* Strength.

In these days of increased commercial activity strength and perfect health are needed more than ever. Bovril taken regularly is most strengthening and sustaining. It keeps the system in the very pink of condition.

BOVRIL

17]

YEBISU BEER.

Per Case of 8 Dozen Pints - - - - - $15.50.

Sole Agents,
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [39

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

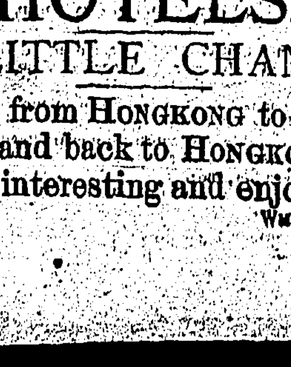
17a, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45

ACHEE & CO.
ESTABLISED 1859.

FURNITURE,
GENERAL HOUSEHOLD REQUISITES.
&c., &c., &c.

Telephone 256.



ACHEE & CO.
ESTABLISED 1859.

DEPOT
for
EASTMAN'S
KODAKS, FILMS
and
ACCESSORIES.

Hongkong, 6th May, 1905. [41

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor. [77

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons.....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " R. D. Thomas.
" "FATSHAN," .....2,260 " ..... " W. A. Valentine.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGA-TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....588 tons.....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch. S.S. "SANUI".....Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single $17.50, Return $30.00. Round trip tickets to Wuchow returning viâ Canton or vice versâ $36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon.....Single $6.00
Hongkong to Kumchuk .....Single $7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN".....2,440 Tons..... WEDNESDAY, 24th May.
" "EMPRESS OF CHINA"... 6,000 " ..... WEDNESDAY, 31st May.
" "EMPRESS OF INDIA"... 6,000 " ..... WEDNESDAY, 21st June.
" "TARTAR" .....4,425 " ..... WEDNESDAY, 5th July.
" "EMPRESS OF JAPAN"... 6,000 " ..... WEDNESDAY, 12th July.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
Hongkong, 10th May, 1905. 9, *Pedder's Street.* [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SENEGAMBIA ... Jaburg	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th May.	Freight.
O. FERD. LAEISZ von Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th June.	Freight.
BRISGAVIA ..... Russ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June.	Freight.
SITHONIA ..... Hildebrandt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July.	Freight.
ACILIA ..... Albers	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July.	Freight.
NUBIA ..... Habel	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	2nd June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Hongkong, 11th May, 1905. No. 1, Queen's Buildings. [4

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [47

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd May.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship *PRINZ SIGISMUND*, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	*WILLEHAD*	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*ZIETEN*	WEDNESDAY, 24th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*DARMSTADT*	WEDNESDAY, 7th June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Hongkong, 10th May, 1905. AGENTS. [3

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th December, 1904. [65

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [59

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1903. [58

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS. COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905 [44

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th December, 1904. [60

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 46.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).
Yokohama, May 11th, 1903. [7

C. W. MEAD, C. E., President and Shanghai Manager.
N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
A. F. CARRICK, General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.
HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway
Hydraulic
Mining and
Sanitary
Engineering.

A Speciality made of Reinforced Concrete and Concrete Piles.

Examinations
Surveys
Reports and
Estimates.

On all Railways or Proposed Constructed Works.

Hongkong, 2nd February, 1905. [3

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting.
Destroys all smoke.
Can be used by anyone, even lady or child.
Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for immediate
Requires only one hand to be
Weight only 28 lbs. when full.
Maximum of simplicity and e

Hongkong, 10th May, 1905.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office),

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking R
Hongkong, 24th March, 1904. [4

Hotels.

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900. [3

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE

KOWLOON HOTEL
KOWLOON. J. W. OSBORNE,
291 Proprietor and Manag

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON,
Hongkong, 10th May, 1904. [27

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Note-Books for the Children of the Poor School who are taught by the Sisters.

Hongkong, 22nd April, 1904.

Intimation.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS.—

FURNISHING DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
LACE
AND
MUSLIN CURTAINS.

DAINTY
UPHOLSTERING
AND
ART FABRICS.

LAMP SHADES!!!
CANDLE SHADES!!!

ELECTRIC-LIGHT SHADES!!!
DAINTY AND ELEGANT,
Prices from 50 cts. to $27.50 each.

A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES
JUGS,
CUPS & SAUCERS
&c., &c.
and
A Selection of
DAINTY GLASS FLOWER VASES.
&c., &c., &c.

Wm. POWELL, Ld.
HONGKONG.

Hongkong, 8th May, 1905. [31

Notices of Firms.

NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. ERNEST J. MOSS, the late Manager of our Foochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LIMITED.

Hongkong, 8th May, 1905 [552

NOTICE.

WE have authorized Mr. FREDERICK SALINGER to Sign our Firm from this date.

REISS & Co.

Hongkong, 5th May, 1905. [544

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
(FRIDAY) AND SATURDAY,
the 12th and 13th May, 1905, commencing each day at 2 P.M. sharp,
at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A VERY FINE COLLECTION OF
JAPANESE CURIOS & WORKS OF ART,
Comprising:—
SILK-EMBROIDERED PALACE and TEMPLE HANGINGS, BED COVERS, CUSHIONS, Very Fine SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th May, 1905. [539

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASEHOLD PROPERTY,
situate at Caine Road, Victoria, Hongkong,
TO-MORROW,
the 12th May, 1905, at 3 P.M.,
BY
Mr. GEO. P. LAMMERT, Auctioneer,—at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land Office as Section A of Inland Lot No. 423 and Section A of Inland Lot No. 513 with the Messuage and Buildings thereon, known as "DINDER," No. 51, Caine Road, and contain in the whole 29,138 square feet, and are held from the Crown for the residues of the respective terms of 999 years. Annual Crown Rent $76.65.

For further particulars and conditions of sale, apply to—

EWENS & HARSTON,
Solicitors for the Mortgagee,
or to
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 11th May, 1905. [538

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1879.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
-	Inland Lot No. 1,741	Conduit Road	85'	91'	124.6"	73'	8,563	60	1,285

Hongkong, 6th May, 1905. 518

Intimations.

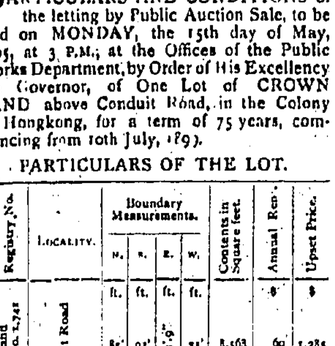
THE WISE MAN
BUYS A "SINGER"; IT'S TRUE ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905. [48

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904. [61



Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere. 6

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the old Chamber of Commerce Room, City Hall, on SATURDAY NEXT, the 13th instant, at 3 o'clock P.M.

C. P. CHATER.

Hongkong, 8th May, 1905. [549

WANTED.

FOR a GERMAN GENTLEMAN in English Family Board and Residence.
Apply to—
"A. S.,"
C/o Hongkong Telegraph.

Hongkong, 29th April, 1905. [522

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

A BRANCH REGISTER OF MEMBERS of this Company on the EASTERN REGISTER has this day been established under The Companies (Colonial Registers) Act 1883 and will be kept at the Office of the Undersigned who are duly authorised to exercise all the powers of the Directors of the Company in relation to transfer of Shares entered in such branch register.

Dated this First day of May, 1905.

524] BRADLEY & Co.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 72.

{Removal of the Tai-shek Barrier, Back Reach.

NOTICE is hereby given that the Steam Dredger "CANTON RIVER" will commence work at the TAI-SHEK BARRIER on or about the 20th inst.

Masters of vessels should continue to navigate the Old Channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacons.

The Dredger will exhibit by night the usual lights of a vessel at anchor, *i.e.*, A white anchor light forward and a stern light.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 9th May, 1905. [546

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS,

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.
Moderate terms.
Orders solicite.

Hongkong, 23rd February, 1905. [62

BIRD-NESTING IN BORNEO.

If the German has a national penchant for stodgy sausages, the Frenchman for frogs, and the Briton for bully beef, it is only natural to expect that the "heathen Chinese," who is notoriously "peculiar" in many things, should also have his own particular and peculiar penchant for certain dainty dishes. His principal favourites in this line of business consist of sun-dried cuttle-fish (tripang), the fins of sharks, and, over and above all, the treat of edible birds' nests, which to John Chinaman are the real tit-bits beyond all other delicacies. His fondness for all three points to his predilection for gelatinous and cartilaginous ingredients in the bill of fare of his daily food—when he can get them. It may be briefly mentioned that the fins of sharks are nearly allied to the fins of skates and dog-fish of more Northern climates, whose cartilaginous character is well enough known. The cuttle-fish, again, are nearly allied to the jelly-fish, so familiar to most people. But there are cuttle-fish and cuttle-fish, and they are not all equally palatable to the Chinaman, as they range from the most simple forms to the more specialised varieties, even up to the voracious octopus itself. The first two of these articles of diet are much in evidence in a China bazaar provision shop, while edible birds' nests are so expensive as to be practically caviare to the million, and only procurable by the more prosperous portion of the population. It was on board ship, on my way for a rambling journey through Borneo, that I made the acquaintance of one of the officials in that remote island, who was in the service of Rajah Brooke, the absolute monarch of all he surveys in that particular territory through which I proposed to travel. After a short stay at Kuching, the village capital of the Rajah's possession of Sarawak, I found myself paying my promised visit to Mr. D——at his inland quarters, and it was through him that I was able to go a-bird-nesting in the wilds of Borneo. The birds that build edible nests are somewhat widely distributed geographically, but their principal habitat is the Malay Peninsula and the islands that form the Indian Archipelago, of which Borneo is the largest, and is said, moreover, to be next to Australia, the largest island in the world—though this honour is also claimed by New Guinea, another island of the same group.

The nests are invariably found in the rifts or rocks, or in underground caves, which are frequently of great extent. The caves themselves, like other underground caves, are for the most part formed in rocks of limestone formation. They are not generally, as is usually supposed, accidental rifts in rocks of any geological formation, caused by earthquakes or volcanic disturbances, but are gradually excavated by the slow solution by water of the soluble ingredient of the rocks through the process of generations. Hence the stalactites and stalagmites to be frequently found in these caves, composed of the insoluble substances in drippings from the rocks, as occurs with icicles during the continuous dripping of water in frosty weather. Hence also the fact that there is generally a stream of water running through most or at any rate the largest, of these underground caves. This was the case with the Mammoth Caves of Kentucky in the United States, and the Jenolan Caves of New South Wales, which I had previously visited, and such also the case with the unexplored cave which I was visiting just now. The former two of these caves are the largest underground caves in the world, as far as at present known; though the Mammoth Caves take the cake so to speak, in mere actual size, yet they are not to be compared with the Jenolan Caves of Australia as regards the beauty of their internal stalactite formations, with their strange curiosities. It is impossible, of course, to know the extent of the Borneo underground caves just mentioned, as we were the first Europeans to enter them, while our means of illumination and other equipment were of the most primitive kind. Moreover, it is not at all unlikely that there may be many underground caves undiscovered larger than any that we yet wot of, for the entrances of such caves are often so small as to bear no adequate relation to the size of the passages and caverns inside, and consequently manage to escape the attention of explorers.

At the time of my visit the bronze little Dyaks, as the aborigines of this part of Borneo are called, were finishing their annual occupation of gathering these birds' nests, the season for which was now nearly over. Off we went, however, with about a dozen Dyaks for guides and general company. The entrance to the cave was so small and so elevated that I had some little difficulty in reaching it though the scrambling little Dyaks did so with comparative ease. After we had travelled for some little distance we came across the inevitable stream, which is sure, as I said, to exist in some portion or other of these great caves. The ground, which was to a great extent composed of the bed of the stream, was rough and irregular, sometimes in the form of sharp ledges and boulders, and sometimes in the way of pools and hollows, through which we floundered and blundered in the most haphazard way. The stream marked the general trend of our direction, though we frequently left it, only to meet it again, as the Dyaks happened to direct our footsteps. The water in the pools and stream was, of course, quite tepid, as it was sure to be in this locality which is almost exactly under the equator, and is therefore one of the sultriest climates, if not actually the hottest, in the world all the year round. Indeed everything was particularly sultry and oppressive in this underground journey of ours.

Instead of the electric and lime lights of such civilised caves as those of Mammoth and Jenolan, we were light on our way by torches carried by our Dyak guides, consisting of long strips of dried resinous wood kept together in suitable bundles with a movable withe around each of them, that slipped up or down at the pleasure of the torch-bearer. When the torch burnt too brightly, and therefore wasted too quickly, the withe was moved upwards towards the burning ends, and by bringing them together, diminished the light and consumption by diminishing the ventilation. Whereas, when the torch was not burning enough, the bearer moved the withe, the burning ends of the faggots separated, the torch was swung rapidly two or three times, and immediately began to burn briskly and brightly. The simple Dyaks knew nothing of the reason why, yet they did like their fathers before them, as if they knew everything about the chemical law of combustion. And thus, as I said, we floundered and blundered along, very slowly and awkwardly. At last we came across a certain passage that seemed a veritable eye of a needle, so hard it was to enter, for it looked so narrow and confined that I despaired of ever getting through it.

[Continued on page 7.]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"BAYERN"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'clock TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS, & Co.,
Agents.

Hongkong, 9th May, 1905. [3

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 8th May, 1905. [3

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 11th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong 9th May, 1905. [460

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship
"ZAIDA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, SATURDAY, the 6th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 5th May, 1905. [542

Intimations.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply immediately.

Interest will be charged at the rate of Twelve per cent. per annum on $10, the amount payable in respect of each Share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 26th April, 1905. [514

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

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For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [63

ESPECIAL OLD TOM GIN.
Marshall and Elvy's
Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
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Hongkong, 11th May, 1904. [53

THE WINE GROWERS SUPPLY CO.

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"THE CELEBRATED PIG BRAND STOUT"
is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"
is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"
is not medicated nor chemicalized.

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Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"
Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT."
Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT."
Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT."
Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT."
Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT."
Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's.
Per cask of 8 dozen pints $24.00
" " 4 " quarts $19.00

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Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 16th March, 1905. [41

Entimations.

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ALEXANDRA BUILDINGS.

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A WHISKY OF GREAT AGE MATURE, MELLOW AND FINE FLAVOUR.

A Blend of the Finest Pure Malt Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

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Hongkong, 1st April, 1905. [32

BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

No. 1 - $2.75 - per 100

No. 2 - $2.50 - per 100

No. 3 - $2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 7th March, 1905. [33

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 11, 1905.

LOCAL AND GENERAL.

THE German mail of the 12th April was delivered in London on the 10th inst.

ACCORDING to the latest returns the number of the Russian prisoners in Japan is 60,190.

MAJOR H. de T. Phillips, R.K.S.B.R.G.A., left on the 9th instant per s.s. *Suitang* for Singapore on inspection duty.

THERE were three cases of plague reported today, two fatal cases occurring at Yaumati, and the third in the Shing Hing ship-building yard at Cheung-sha-wan These make fifty-one cases, up to date, for the year.

MAJOR Yamaoka, Staff Officer to General Nogi, who at Port Arthur was sent with the message inviting General Stoessel to surrender, was wounded at the battle of Mukden and has lost the sight of his eyes. The unfortunate officer has arrived in Tokio.

AMONG the changes effected in the Customs Service along the borders of the New Territory during the past few months are the following:—Mr. G. Adams to Shatao from the Hongkong Office vice Mr. Hack from Shatao to Taishan; Mr. Durivedge from Taishan to Shataukok vice Mr. Gorman to Taishan; and Mr. Möller from Taishan to Lintin.

PRINCE Karl Anton is said to have received instructions from the Kaiser to present 15,000 mark to the family of the late Lieutenant Shibata, who was the officer conducting the foreign attachés at Port Arthur last year, and was killed in battle. Prince Anton has handed the gift to General Terauchi, the Minister for War, who will forward it to the bereaved family.

WE have received from the *Hongkong Daily Press* office a most useful publication in which are tabulated the rates of Exchange at Hongkong for demand drafts on London on the day of or preceding the departure of the English mails from 1874 to 1904. Thirty years ago the approximate average of exchange was 4s. 2d. while ten years later it has fallen to 3s. 8d., and a decade ago stood at 2s. 1⅛d.

THE total area of land devoted to the cultivation of wheat and barley last year in Japan was 180,393 cho, or 450,285 acres, and the yield amounted to 19,642,242 koku. Compared with the previous year there was an increase in the area of land cultivated of 1,046 cho and of 6,097,137 koku, or 4½ per cent., and compared with an average year an increase of 4,859 cho and of 316,741 koku, or 1.6 per cent. The bountiful yield last year was due to the increased acreage under cultivation and to the care taken in culture.

THE *Japan Mail* states that a gentleman whose nationality is somewhat vaguely described as "South European" has sent to Marquis Oyama a fowling piece which belonged to Napoleon the First. It was accompanied by a letter explaining that Napoleon, desiring to punish Russia's lawless conduct, led an army to Moscow, but was unfortunately broken and compelled to retire. Fortune, however, has now changed. Japan has come into the position of punishing Russia. The writer of the letter concludes by saying that after mature reflection he had come to the conclusion that Marshal Oyama would be the proper person to receive the fowling-piece, and he accordingly sends it.

RESIDENTS in the neighbourhood of Tsim Tsa Tsui have lately been complaining of the nuisance caused by men sitting on the sides of the roads mending saws, and of others wheeling unoiled wheelbarrows about, in the early hours of the morning. At 6.30 a.m. to-day three men were out wheeling their barrows, which, for want of oil, were an undoubted nuisance and Inspector Langley arrested the coolies in charge and also secured their foreman and, later, placed them before Mr. G. N. Orme, who fined the foreman $5, or 14 days, for the nuisance, and the other three men $, or two days. The fines were paid, and it is hoped this will have the effect of stopping the nuisance.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 11th at 11.55 a. The barometer has risen over N. China and Japan.

Pressure is highest between the E. coast of China and W. Japan.

Gradients are slight generally, and moderate NE. and E. winds may be expected over the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate E. winds; fair.

COMPRADORE'S BANKRUPTCY.

LOSSES ON SPECULATIONS.

Among a number of public examinations in bankruptcy which came before the notice of the Chief Justice (Sir H. Spencer Berkeley) at the Supreme Court this morning was that of Wei Lun Shek, a compradore, of No. 4 Chater Street, who admitted that his debts were $43,629 and the assets between $1,500 and $1,600.

Replying to the Official Receiver (Mr. G. H. Wakeman) the debtor said that he was compradore to the Stockton Milling Company and had been so for three years. He lost about $70,000 while he was with Messrs. Holliday, Wise and Co. on account of his giving security for certain purchasers who subsequently failed and he was unable to recover the amount from the firm. He owed Mr. Michael $30,000 for shares in which he (debtor) had speculated. He had no property except the furniture belonging to him and there was no money owing to him. He found himself in difficulties about four years ago.

The Official Receiver.—Yet you have been trading for four years knowing that you were insolvent?

The Debtor.—Yes.

Knowing that you could not pay your debts?—Yes, I knew it.

You had nothing to pay them with?—No.

I understand, my Lord, that Mr. Michael, would like to ask the debtor some questions as one of the creditors.

Mr. Michael.—I want to ask what your annual income is.

Debtor.—I get $70 a month, and about $100 commission. Between $150 and $170 a month.

And your expenditure?—I have, of course, to keep my family. It is about $100 more.

What house rent do you pay?—$75 a month and $25 for expenses. My son helps me with the expenses.

Have you made any profit out of a certain flour merchant who was given $30,000 indemnity on account of certain fraud?

The Chief Justice.—I do not follow you.

Mr. Michael.—A certain wrong was done and $30,000 went to this particular firm, and I want to know if debtor had any of that money or not.

The Official Receiver.—I think he means in the way of damages.

His Lordship.—In Court?

Mr. Michael.—To the firm employing him. A Chinaman had to pay $30,000.

The Chief Justice.—And you say he got a portion of it?

Mr. Michael.—No, my Lord.

The Debtor.—I did not get a cash.

Mr. Jones (writing).—In a flour transaction sometime ago on which a payment was made of $30,000 in settlement of same I did not receive a portion of it.

Debtor.—No, not a cent; that was for the firm.

His Lordship.—What firm?

The Debtor.—The Stockton Milling Co.

All the $30,000 was paid to the Stockton Milling Co.?—Yes.

Mr. Michael.—You have said you have no other property either in Macao or Canton.

Debtor.—I have no other property.

His Lordship (to Mr. Michael).—Does he still owe you $30,000?

Mr. Michael.—Yes, my Lord.

His Lordship (to debtor).—What can you pay of the $30,000?

Debtor.—I cannot say that now. Mr. Michael was very kind to me, and did not press me at all. I don't know what I can do for him. I can not do anything now.

His Lordship.—What are the assets supposed to be worth.

Mr. Wakeman.—Cash in hand $1,000, and a little household furniture and some jewellery.

What are the debts?—$43,629.

The assets a couple of thousand dollars?—Probably $1,500 or $1,500.

His Lordship (to debtor).—It looks very much as if you will never get a discharge. The best way to stop these kind of bankruptcies is to refuse discharges.

Mr. Wakeman.—You admit that a sum of $30,000 is due to Mr. Michael?

Debtor.—Yes, I did not sign a promissory note to him before.

You did not enter it in your statement, which you swore to. Why did not you tell your solicitors about it?—I did.

But you did not enter it in your statement at the time?—No.

Mr. Michael.—May I ask for an adjournment *sine die*?

His Lordship.—What do you say to that, Mr. Wakeman?

Mr. Wakeman.—I don't know about an adjournment *sine die*. We might have an adjournment for a month or so.

Mr. Michael.—Quite so, my Lord.

The application was then adjourned for one month.

THE FORTHCOMING GYMKHANA.

We have received from the honorary secretary of the Gymkhana Club (Mr. C. G. Mackie) a copy of the list of entries for the forthcoming gymkhana to be held on Saturday next commencing at 4 p.m. The list is very conveniently got up in the form of a neat booklet with all the particulars of the day's racing including the stable colours after the style of the usual annual publication for the race meeting. Included in the programme are six events, the respective entries for each of the races being as follows:—Three-quarter mile flat race, 8; Polo Pony Scurry 7; Gymkhana Club Challenge Cup, 12; Ladies' Nomination 9; Hurdle Race Challenge Cup 7; and One-mile-and-a-quarter flat race 12. The first race will be run at 4 p.m. and by kind permission of Lieut-Colonel W. G. B. Weffern, C.B., and the Officers of the 2nd Battalion Royal West Kent Regiment, the Band of the Regiment will play the following selections:—

1. March ..... "El Capitan" ..... Sousa.
2. Overture to ..... "Zampa" ..... Herold.
3. Selection from "The Orchid" ..... Caryll.
4. Valse ..... Estudiantina ..... Waldteufel.
5. Three Dances from "Henry VIII" ..... German.
6. (a) Idyll ..... "Hiawatha" ..... Moret.
   (b) Oriental Scene "A Dervish Chor." ..... Sebek.
7. Selection from "The Country Girl" ..... Monckton.
8. American Sketch "The Swanee River" ..... Myddleton.

DEPARTURE OF THE "DUFFERIN."

By the transport *Dufferin*, which sailed for Bombay on 10th inst., the following details left for India:—Lieut. C. H. R. Chesney, R.E. Of the H. K. S. B. R. G. A. Lieut. A. J. Suter, *en route* to Malta for duty, 1 native officer and seven rank and file (recruiting party); 1 native officer and 60 rank and file on furlough; and two rank and file for discharge. Six rank and file, of the 110th Mahratta Light Infantry were invalided; 3 rank and file of the 93rd Burmahs proceeded on special leave; and 3 rank and file of the 119th Infantry on discharge.

THE PILOT CASE.

The case in which Captain Lawlor, licensed pilot, was prosecuted on the charge of negligent navigation, was called on again this afternoon before Mr. F. A. Hazeland, Mr. Basil Taylor sitting as assessor. Mr. E. Osborne, sworn, said he was secretary of the Kowloon Wharf and Godown Company. A few days after the accident in question defendant went to his office and said he wished to explain how the accident happened. Witness told him the matter was in the hands of the lawyers, and no explanation was necessary. He still said he wished to make an explanation as he said after witness had heard it he might wish to withdraw the summons. The gist of his statement was that he brought the s.s. *Slavonia* to the wharf in a correct manner. He had intended to go in stern first, but subsequently altered it to bow inwards, when the Wharf Company's man asked for his bow line. Witness listened to all he said and told him the case must proceed, in order to bring to a head the pilots' general manner of bringing ships to the Kowloon wharf at present. Witness told defendant that the Company had no animus against him personally. To Mr. Looker—Defendant said the tide drifted him on to the wharf. He made no complaint about the lines not being ready, or anything of that description. He did not complain against the Wharf Company's staff. Cross-examined by Mr. Wilkinson, witness said that he meant by the general question that since European pilots started to berth ships at the wharf, a number of serious accidents have been very narrowly averted, in consequence of their manœuvring the ships in a manner which many years' experience has taught the Wharf Company is unsafe, and this during a period of the year when the tides are not running strong. For sixteen years past there has only been one slight accident prior to the passing of the new Ordinance, when compradore's runners were really pilots. Ships were never brought up to the wharf by the Company's men, nor under their directions. The wharfinger standing on the wharf could not give directions when the lines are taken from the ship and made fast and the ship has stopped dead, then it was customary of the wharfingers to advise (not direct) the pilot, or "the bridge," what to do. No difference has been made since the passing of the Ordinance. They had nothing to complain of the three Chinese pilots. Until the passing of the Ordinance there were no European pilots. The present licensed European pilots had no experience in bringing ships to the wharf, unless they came here as ships' masters. Witness did not desire that the European pilots should be abolished. As far as he knew these European pilots were not seeking information as to the proper methods of bringing ships to the wharf. The wharfingers have complained to witness of the manner in which ships have sometimes been brought up to the wharf, when the narrowly averted accidents referred to have occurred. They have made no complaints regarding their disregarding their advice. He was aware that prior to the Ordinance the Europeans had no experience in bringing ships to the wharf, and it struck him to give the wharfingers instructions to give them any advice and assistance necessary, and he did so, and he was under the impression that he wrote a letter either to the Pilots' Association, or to one of the pilots, warning him or them that the only safe methods of approaching the Kowloon wharf, was by taking a big sweep and coming up at right angles to the wharf and stopping dead. These were the instructions he also gave the wharfingers to give the pilots, and he understood they were given. He gave no instructions for later action, as when the ship stopped dead there was no risk. When the lines are made fast to get the ship alongside the wharfinger tells how to get her in proper position, whether to go ahead or astern. Witness had not heard of any back eddy at the wharves. The company has been notified that a claim will be made in respect to the damage sustained by the *Slavonia*. That was sent in just shortly after the accident occurred. Only on one previous occasion has a claim been made against the Company for a similar accident, but nothing further was heard of it; it was not an actual claim, but a notification of a claim to be made. The accidents were averted by the people on the bridge. He could not say whether they were pilots or captains.

Captain F. A. Brown said he was a master mariner, and was at present head wharfinger of the Wharf and Godown Company, having held that position for nearly eighteen years. Previous to that he had 15 years' experience as a master at sea. Since the time he was in the service he had been present at the berthing of between 3,000 and 4,000 ships. About a sixth of these were berthed at the south side of No. 1 wharf. As far as he could see and understand the pilot was always in charge of the ships in giving orders, when coming up to the wharf.

The case is proceeding.

THE following Foochow telegram, dated April 30, has been received by the Tokio Foreign Department:—Pest has broken out in the neighbourhood of the west gate and outside it. There are symptoms of its increase.

THE BALTIC FLEET.

QUESTIONS H.M.S. "HECLA" CONCERNING PRESENCE OF WAR-SHIPS.

THE FLEET AT VAN FONG BAY.

Among the many items of news concerning the movements and whereabouts of the Russian Baltic Fleet received by ships lately arrived from the south the interesting information brought by the torpedo-depôt and repair ship *Hecla*, which entered port yesterday morning, has hitherto escaped attention, and might have passed unheeded had it not been brought to the notice of a representative of this journal that she has seen "something" and in fact had been spoken by Volunteer cruisers off the Annam coast. Our reporter boarded the ship to-day and, after a brief interview with the first lieutenant, was introduced to Captain E. F. B. Charlton, who readily tendered all information concerning the interesting experience of his ship.

"Yes, we saw the Baltic fleet," he said cheerfully, "and in fact had a very good view of the vessels as they lay at anchor."

"When and where was this?" we queried.

"It was on Sunday morning last and, as near as I can remember, about half-past eleven, when we were steaming some nine miles off Van Fong Bay. We first saw a couple of Volunteer cruisers steaming just outside of the Bay, and as we were passing by one of them ran up the signal, "Will you kindly tell us if you have sighted any men-of-war?" To this we replied, "No news; we have seen none." The cruiser then signalled "Thank you," and steamed slowly away.

"We were not surprised," he added, "that they should signal as no doubt they expected we had sighted the Third Baltic Fleet. Of course, ever since leaving Perim Island we had been keen on catching a glimpse of the Russian fleet, but it was not until we arrived off Van Fong Bay on Sunday last that we saw anything of them. Some twelve miles to the southward, in Nhatrang Bay, we passed a French man-of-war, and this was the first battleship we sighted after leaving Singapore."

Questioned about the condition of the two Russian cruisers, Capt. Charlton replied that they were exceptionally clean and appeared to be spic and span in every particular.

"No, there was no coal on deck, they appeared to be in excellent trim; no disorder."

What about the fleet inside of the bay?"

"We could not see quite so much then," he replied, "as we were some nine miles distant. Between thirty and thirty-five ships were anchored in the outer bay in three lines, the nearest ship to the shore being some two and a half to three miles distant. We could see the transports lying at anchor in the distance and could also make out a few of the torpedo boat destroyers."

"In your opinion," we asked, "were they preparing for sea?" "It would be difficult to say whether they were or were not. One line of battleships was giving very little smoke indeed, while the other two lines did not appear to have scarcely any steam at all, and what they had would probably have been raised for the purpose of running the dynamos aboard."

"Did you meet any colliers in the vicinity of the bay?"

"No, not one. We steamed ahead at our usual speed and arrived here yesterday morning, and are now awaiting further news."

"Perhaps you may have another opportunity of seeing the fleet," we suggested, "and under somewhat different circumstances."

"I don't know anything about that," he replied with a laugh as he turned aside to to watch an American gunboat making for the Admiralty anchorage.

A London wire, of 30th ult., says it is stated at St. Petersburg that Admiral Rodjestvensky intends to force an action in Formosa Strait. The Tsar, however, fears the possible results of fogs in that region, and has consequently advised the Admiral to take a route to the east of Formosa.

A private report received in official quarters at Tokio states that the British steamer *Mackaly* (?), now at Hongkong, was sold to the Russian authorities on the night of the 27th ult. In the guise of a merchantman, with a cargo of ballast on board, she will shortly be ordered to cruise about the south China coast, Formosa, and the Philippines, with a view to reconnoitring the positions of the Japanese warships. Her tonnage is 332 and her speed fourteen knots.

THE SUNKEN WARSHIPS AT PORT ARTHUR.

It is stated by Tokio papers that very good results have been obtained from the preliminary operations connected with raising the sunken ships at Port Arthur. It is expected that six out of the seven will be saved. Work has already been commenced on the *Bayan* and another vessel—probably the *Amur*, which blocks the entrance to the dock. It is stated that the injuries suffered by the *Bayan* below the water line are insignificant. This ship, it will be remembered, is a first-class armoured cruiser of 7,800 tons, laid down in 1899. Work will be commenced on the other vessels on the 5th of May and will be completed, according to present expectations, by August. Preparations for raising the Russian cruiser *Varyag* at Chemulpo are said to have been completed and it is expected that the vessel will be floated at high tide on the 18th instant. It is impossible to say how many times correspondents have reported the successful floating of this vessel, remarks the *Japan Chronicle*.

NAVIGATION IN THREATENED WATERS.

The advance of the Baltic squadron has naturally affected the navigation of steamers between Japan ports and abroad. According to a local vernacular journal, difficulties are arising between the crews or owners of foreign steamers chartered by Japanese and the charterers. Recently, says the *Kobe Shimbun*, Army ambulance men were shipped by a chartered foreign steamer, when a portion of the crew objected to the passengers and left the vessel, which was unable to sail for a time. A difficulty has now arisen between the master of the Norwegian steamer *Viking* and the Osaka Shosen Kaisha. The steamer is under charter to the Osaka Shosen Kaisha to run between Japanese ports, Korea and the China coasts. The charterers decided to send the steamer to Kelung, Formosa, from Kobe on the 1st instant, but the master refused to go to Formosa, on the ground that Formosa was not a place mentioned in the charter-party. He maintains that "Japanese ports" in the charter-party mean only the ports of the mainland. As Formosa is a colony or foreign possession of Japan, where special administration is in force, bearing the same relation to Japan as Hongkong or India to Great Britain, the charterers hold that Formosa ports are included in "Japanese ports" as mentioned in the charter-party. It has been agreed to decide this difference by arbitration, concludes the *Kobe Shimbun*, and the Master of the steamer has appointed Mr. Eugene H. Gill, of Messrs. Browne & Co., Kobe, as his arbitrator. The charterers have not yet appointed their arbitrator.

THE MOTOR-BOAT IN HONGKONG.

This afternoon the trial trip took place of the new motor-boat, built by Messrs W. S. Bailey and Co. to the order of Mr. C. C. Moxon, sole agent in the East for these motors, with whom is associated, as engineer, Mr. J. W. Kew, of the Steam Water Boat Company, Ltd. This is the largest motor ever built in the Far East, and the builders and all concerned are very well satisfied with the result of their attempt.

This new motor is built of pine and planked with teakwood, and is 60 feet in length along the water line, but over all is 65 feet. She has a beam of 15 feet, and when empty draws 14 inches, but when loaded to her full capacity, which is 60 passengers, and five tons of cargo, she goes down to 18 inches. The vessel is fitted with a Gardner 30 horse-power, three-cylinder motor, the explosions being caused by means of electric sparks; the engines are fitted with a magnet for producing these sparks. The shafting is fitted with the Hele-Shaw clutch, one of the most marvellous engineering inventions of the age, for disconnecting the shafting from the engines, so that the engines can run alone when required. She has also a Gaines three-bladed propeller, of 30-inch diameter, the entire structure being British built and of British material. The motive power is generated from ordinary paraffin oil, obtainable everywhere, which is vaporised by heat and transformed into a gas, which is automatically mixed with air and thereby turned into a combustible gas, and this flows into the cylinders and is there exploded by the electric sparks. The engines are fitted with a small circulating pump which forces water through the "jacket" of the engines and keeps them constantly cool. Once the engines are started, the running is altogether automatic except only in the matter of steering a course and reversing the engines. The cost of running one of these motors is considerably less than boats run with coal, and there is also the additional advantage that the oil can be obtained in every little village, but coal cannot, and thus the draft is kept light and considerable space saved, by not requiring to carry large supplies of coal for long trips.

This new enterprise opens up great possibilities for future mercantile traffic, and for the opening up of China, where there are many water-ways where launches and junks cannot go, but where these shallow-draft motors can run with ease and speed, and thus have the same effect in opening up the hinterland as railways, for they are expected easily to accomplish trips of 500 miles, merely replenishing their oil tanks as found necessary, which can be done anywhere and everywhere, at a minimum of expenditure. One curious feature about these motors is that while their draft is 14 to 18 inches their propellers are three feet in diameter, but having hollow sterns they are enabled to pump up water so that the propellor revolves really in water drawn above the surface of that over which the motor travels. All concerned are most sanguine that this new departure in vessels of small tonnage for trade within the waters of the Colony will accomplish great things for the development of trade with the interior of China, in parts hitherto never traversed by vessels propelled by steam.

SHIPPING AND MAILS.

MAILS DUE.

American (*Doric*) 13th inst.
French (*Polynesien*) 15th inst.
Indian (*Gregory Apcar*) 15th inst.
American (*Manchuria*) 18th inst.
Canadian (*Empress of China*) 23rd inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Vancouver at 4 p.m., on 9th inst.

The M. M. Co.'s s.s. *Polynesien*, with the next French Mail, will leave Saigon on 12th inst. at 4 p.m., for this port.

The Apcar Co.'s s.s. *Gregory Apcar* from Calcutta left Singapore for this port yesterday afternoon, and may be expected here on 15th inst.

The C. P. R. Co.'s s.s. *Athenian* arrived at Kobe at 7 a.m., on 9th inst., and left again at 4 a.m., Thursday *viâ* Nagasaki for Shanghai where she is due to arrive at 5 p.m., on 14th inst.

TELEGRAMS.

[*Reuter's.*]

France and Japan.

THE QUESTION OF NEUTRALITY.

LONDON, 9th May.

The Japanese Minister has not lodged a formal protest but has pointed out the facilities accorded to the Russians for concentrating and revictualling in Indo-China.

M. Delcassé has assured the Japanese Minister that France will scrupulously respect neutrality.

The newspapers admit that the situation is unsatisfactory, but do not consider it critical.

AN EXPLANATION.

Later.

In reply to Mr. Walton, Mr. Balfour said in the House of Commons, that the French Ambassador had supplied the following information, viz., as soon as Admiral Rozhdestvenski's presence in Kamranh Bay was known, representations were sent to St. Petersburg with the result that the Tsar himself ordered instructions to be telegraphed to the Admiral to leave the Bay immediately, and the Russians were subsequently reported at Konkope (Honkohe?) Bay, a few miles to the north. A ship was sent which found Admiral Rozhdestvensky there, though not within the territorial limit; thereupon the Governor of Indo-China, who had been instructed to see that neutrality was respected, sent the Resident at Nhatrang to ask the Admiral to leave, which he promised to do on the 3rd May. In regard to the assistance from the French authorities at Kamranh Bay, I am informed that only two Frenchmen were there, neither of whom were officials but holders of concessions from the French Government.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE COMING STRUGGLE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I note from an item in one of your local contemporaries that the mighty are still falling. Colonel Wogack, the well-known Russian military busybody who, on hoisting the Tsar's colours at Port Arthur about ten years ago, issued a proclamation in which he announced that he had been appointed "Viceroy of the Pacific" by the Great White Tsar, now, so it is said, ranks as Military Attaché of the Russian Legation, London. Then there's Alexieff, the so-called "Viceroy of the Far East," who scuttled from Port Arthur to Harbin as soon as he knew Togo was on his trail and never stopped running until he got right home. Now, he is virtually on the shelf and would doubtless be very glad to get a lucrative provincial Governorship in the Caucasus or Turkestan or Kamschatka. And now we have on the boards Rodjestvensky, Admiralissimo of the Tsar's Armada, irreverently and commonly—yes, very commonly—styled "international nuisances." Will his star shine brighter in the Eastern firmament than those of his illustrious predecessors? Not likely! It is in fact well nigh certain that the last essay of the Rooskies to lord it over others in these regions will be far worse than their initial efforts to "cut a dash" with imposing titles, sham displays of might and majesty that only had to be put to the test to demonstrate their hollowness, and an amount of bluff and chicanery that was as insufferable as it was in the last degree discreditable to a Western State. Since the Manchuria grab commenced Russia has done many foolish things, but the maddest of all is the despatch of a miscellaneous assortment of ancient and modern warships to turn the scales in favour of the Tsar of all the Russias. How true it is, that "Whom God would destroy he first makes mad," will probably be fully realized the world over before the current month draws to a close. The ends of justice, liberty, progress and prosperity in the Far East will best be served by the complete defeat of the Armada by the Nelson of Japan, to whom I think we may look in the fullest confidence as not only the saviour of his country, but the liberator of the Farthest East from the enormous evils, the cramping and throttling influences which it was obviously the intention of Russia and certain Continental States to exert to the detriment of the Open Door powers as a whole and of Great Britain in particular. Despite the vastness of the issues involved in the coming struggle and the certainty that both navies will make a 'finish fight' of it once they get to close quarters, I await news of the result with perfect equanimity, feeling assured that we are now, after months of awaiting and watching, within measurable distance of the time when shall be seen the dawn of an era of peace and prosperity in the Orient and as few have anticipated and still fewer believe probable or possible. "But," you say, "think of the vast numbers of warships which Togo has to face!" I reply—"The greater the difficulties the greater the glory, and the more complete the ignominy and and shame of the ruthless aggressor. I plump for Japan, our gallant ally, and, in common with tens of millions of Britishers, am prepared to lay my last dollar on the issue of the coming struggle—on the outcome of the encounter between the forces of corruption, despotism, darkness and bondage and those of the enlightened Monarch who sways the destinies of upwards of sixty millions of brave and *free* people.—Yours faithfully,

VIATOR.

Hongkong, 11th May, 1905.

SHIPPING JETSAM.

The Nippon Yusen Kaisha has ordered two steamers of 7,500 tons each to be built in England. They are intended for the North China service.

A telegram has been received in Osaka stating that the British steamer *Ellamr*, on her way from Yubetsu, in the Hokkaido, to Hyogo with a cargo of timber, ran aground on the 15th inst. near Tokoro, in the Hokkaido. The vessel is making water and in a critical position.

The Norwegian steamer *Nordpol* which left Saigon on the 15th ultimo with 5,000 bags of rice, and was supposed to have been captured by the Baltic fleet, arrived at Yokohama on 29th ult. On a former voyage this steamer visited Vladivostok and on her return was stopped by a Japanese warship, but was allowed to proceed on her voyage to Saigon.

TO THE "SULLY."

Captain Anderson, of the French steamer *Haiun*, which arrived last night from Hoihow, reports that at nine o'clock yesterday morning, he sighted the *Robert Cooke* and the *Robert K.* towing the cofferdam about 40 miles S.W. of Ladrones. They were going at full speed and everything appeared to be most satisfactory.

ANOTHER FIRE.

The premises No. 248 Des Vœux Road, Central, were occupied by a piece goods shopkeeper until last night, but the premises have since been gutted by fire and the contents of the place entirely destroyed. On the alarm being turned in, the Fire Brigade, under Captain Lyons, repaired at once to the scene of the conflagration, but with the inflammable material the flames had made such headway, that all their energies were directed to saving the adjoining buildings and preventing the spread of the fire, neither of the adjoining buildings was damaged in any way except by the unavoidable play of water on them to prevent their becoming ignited. The cause of the outbreak could not be ascertained, but it is believed that the ever-present "overturned lamp" was at the bottom of the trouble. Nor could the amount of the damage be learned but the premises were insured for $5,000 each in the London and Lancashire and Hamburg Fire Insurance Companies.

RUSSIAN WAR VESSELS IN CHINA PORTS.

DIPLOMATIC ACTIVITY AT WASHINGTON.

The *Kokumin* publishes the following dispatch from Washington, dated April 29th:—

Mr. Takahira, Japanese Minister at Washington, has made a representation to the U.S. Government in regard to the Russian cruiser *Askold*, now lying at Woosung, in which he urges the United States to assist China to maintain her neutrality. President Roosevelt is considering the measures to be taken in compliance with the representation of the Japanese Minister.

Count Cassini, Russian Minister at Washington, has protested in regard to the action of neutral Powers in watching the course of the Second Baltic Squadron and reporting their every movement. The U.S. Government, says the dispatch, has taken notice of the complaint of Count Cassini.

The German Ambassador at Washington has dispatched a telegram to his Government, stating that the Japanese Minister at Washington believes that Germany will send a warship to Shanghai.

The U.S. Minister at Peking has been instructed by his Government to advise the Chinese Government to enforce its powers of neutrality in regard to the Russian war-vessels which have been dismantled by the Chinese authorities.

ROBBERY AT THE HONGKONG AND SHANGHAI BANK.

SMART WORK OF THE POLICE.

An incident occurred recently at the Kobe branch of the Hongkong & Shanghai Bank which may act as a warning to those who have business at the Bank, and furnishes an example of smart police work. According to the *Japan Chronicle*, it appears that during the morning a foreigner visited the bank and presented a cheque for Y1,500. One of the Chinese compradores received the amount from the cashier in a hundred Y10 notes and a hundred Y5 notes. The compradore returned to the delivery counter, but was unable to see the foreigner to whom the notes belonged. He then returned to the cashier, and asked for a description of the owner of the notes, having, however, incautiously left the money on the counter, which was protected by the usual wire netting. When the Chinese returned, the money was gone, but he believed the owner had received it and for the moment nothing more was thought of the matter. Shortly afterwards the foreign customer presented himself and asked for his money, when the discovery was made that the money placed on the counter had been stolen. About twenty-five persons were at the counter when the mony disappeared, but the police learned that a billiard boy was among them and had received Y500 from the Bank on behalf of the Kobe Club. Not long afterwards he was arrested when on the way from his father's house to the Club, having, it seems, called at his home before delivering the Y500 to his employers. The man's lodgings were of course searched, when the Y1,500 intact was found concealed in a futon.

NAVAL NOTES.

H.M.S. *Bonaventure* returned to harbour last night from Mirs Bay, to take in coal and have some minor fitting work done here, upon completion of which she will rejoin the fleet which she left outside of Mirs Bay.

COUNT OKUMA ON THE SITUATION.

AN INTERESTING SPEECH.

Before a general meeting of the Progressists on the 27th ultimo Count Okuma delivered an important address on the present situation.

In the course of his remarks the ex-premier pointed out that during the fifteen months of the war 360,000 men had been put *hors de combat* owing to illness, wounds, or death. 50,000 being killed. The nation could, however, congratulate itself upon having inflicted a severe blow upon the enemy; but with the lapse of time there was the danger that the nation might take too optimistic a view of the conditions, and he gave warning against this contingency. The prospect of peace, he maintained, was yet far ahead. There were rumours of peace after the fall of Port Arthur and after the battle of Mukden, but nothing materialised, and it was apparent that Russia intended to continue the struggle. For his part, he did not fear the fighting quality of the enemy, his financial capabilities, nor intervention, but he did fear the possibility of public feeling being overcome by a weariness. It was of the utmost importance, therefore, to awaken the people at large to the importance of cultivating the spirit of endurance, so as to enable the nation to effectually respond to the requirements of the campaign. The fall of a glorious peace brought up illusions and caused ill-considered judgments to be formed of things in general; but these delusions were those that had to be guarded against.

Alluding to the advent of the Baltic Fleet and the uncertainties of naval warfare, and giving some historical parallels, Count Okuma said the battleships and cruisers of our days endured a good deal of knocking about and heavy bombardment before going to the bottom; therefore the idea of catching the Baltic Fleet in a single net was incompatible with the dictates of common sense. He asked his hearers to imagine for one moment what the consequences would be if Japan lost the command of the sea. Flippancy and lightheartedness were the causes of defeat. Diplomacy under certain circumstances was equal to a million troops, and tended to bring the enemy to his knees, but in saying that he did not wish it to be understood that he advocated a temporary peace, which was no better than a truce. What he meant to suggest was that if a means could be found for defeating the enemy without fighting, recourse should be had to such means.

The war was being waged for the sake not only of Japan, but of humanity and civilisation and economic development generally. It was the duty of the nation to provide for the families of those who had fallen in their country's cause, and to commemorate their deeds in some lasting form.

Count Okuma pointed out that as business circles might become depressed as the result of the war, it would be the duty of the Government to practise the strictest economy. Up to the present there had been two levies of taxation, amounting to 150 million yen, out of which 50 million was appropriated for paying interest on the war loans. There was a surplus of 50 to 60 million yen arising from the postponement of Government undertakings, and thus there was a yearly income of 150 to 160 million yen, which could be used for defraying the cost of the military garrison which might have to be maintained in Manchuria to meet the Russian plans. In that way Japan could go on fighting for a score of years to come. Economy and endurance must go hand-in-hand.

He condemned the extravagance which had been shown in some quarters by entertainments in which even "Heroes" had participated. The sum of seven or eight hundred million yen, just four times in excess of the usual national expenditure, had been appropriated for war purposes, and it might be imagined by some that as the money was coming in like water they were free to spend it extravagantly. It should be borne in mind that this was the hard-earned money of the people, or had been borrowed at a high rate of interest, and therefore it should not be squandered. As there was no likelihood of any great battle in the immediate future, and no further necessity for raising a foreign loan or for increasing the taxes, no embarrassment was felt, but there was work to be done for the future. At the conclusion of the war there would be an absolute necessity for increasing the nation's yearly income by from fifteen to sixteen hundred million yen, for which purpose the system of taxation would have to be improved and new resources found.

Japan's victory was fundamentally due to constitutional government. National cohesion and unity of thought had been responsible for the position in which the nation now found *herself*.

At the conclusion of his lengthy address, Count Okuma said that with the cessation of hostilities the patriotic flame of the people would lose its brilliance. But there was a channel to which it ought to be directed instead of being wrapped up and laid aside as something not needed till next war. It was a motive power that could direct commerce, legislation, Houses of Parliament, Government, or anything else, with an ample margin for marked improvement. Even the Emperor of Germany had called upon his recruits to regard the Japanese Army as a model. If they could only emulate the spirit animating the Army and introduce it into all their national undertakings—such as politics, literature, morality, in short, what is called civilisation—they might, nay certainly would, prove a wonder and an example to the world.

THE MENACE TO SHIPPING.

In a editorial on the 4th inst., the *Japan Chronicle* writes:—

The continued existence of a Russian fleet in Far Eastern waters is having some influence on Japan's trade with the outer world. Not that the Russians have done anything very alarming of late, but they have at former stages of the war shown what they could do, and may do again, perhaps, at any moment. Russia has ever been a commercial nation, and is naturally not apt to give much consideration to the interests of trade. Anyway, to a belligerent, such things as non-combatants are merely a nuisance, and their rights and interests are a thorn in his side. On the other hand, the presence of a hostile fleet in the vicinity of a busy ocean highway is a terror to commerce. The laws for protection of neutrals are uncertain, and Russia has earned a reputation for disregarding even the most certain. Nobody cares to lose a valuable ship, like the *Knight Commander* or the *Hipsang*, nor to have it laid up for many weeks, like the *Calchas*. Possibly compensation may be obtainable in such cases, after protracted negotiation, but shipowners and underwriters greatly prefer not to take such chances. If the chances must be taken, the price runs high.

The state of affairs is not yet quite so bad as that, but it is a question how long it may be before that stage is reached. Nobody will dare ship a cargo of rice from Rangoon to Japan soon, and though Japan may, at a pinch, be able to get along without imported rice, trade will certainly suffer.

Taking all considerations into account, it is not surprising that everybody connected with ships should prefer to steer clear of waters where the Russians may be prowling about. And there is no telling how long this state of affairs may continue. The Japanese fleet does not seem disposed to force matters to an issue in any hole or corner of the Annam coast; it is not reasonable to expect such a thing. The Baltic fleet has travelled about thirty miles in fifteen days. It may thus continue meandering for months together in that region, as long as it keeps moving from one coast village to the next; there is no law to the contrary. Then, when the fleet reaches the China coast, there may be an almost endless game of delay and juggling with the ineffective neutrality of China. If Japan's patience can be exhausted and some hasty step provoked, so much the better for Russia. Admiral Rohjestvenky probably understands the damage he is doing to Japan by simply avoiding an action. To lurk in the vicinity of trade routes, with the constant possibility of interfering with Japan's sea trade, is his soundest policy. The only question is, How long can he keep it up? Perhaps for some months longer.

A pitched battle between the two fleets could hardly end in Russia's favour. The condition of the ships must make a great difference. We need not take much notice of the conflicting stories from merchant vessels, one reporting the ships' bottoms streaming with weeds a yard long, another saying the very opposite. Obviously the ships' bottoms are twenty or thirty feet under water, and quite invisible from a steamer a hundred yards off. But there can be no two opinions about what does and must happen to a ship that is in tropical waters six months without docking. There have been several inventions intended to keep ships clean without docking, but in vain. The light craft, smaller cruisers and coal steamers, might perhaps have been "careened" on the mud at Diego Suarez, or at Kamrahn, but to beach a heavy-belted battleship is, we believe, quite out of the question. Beaching or even building up on a slipway involves such a strain on the hull that it is not considered safe with anything over 2,000 tons. The operation of chipping barnacles off an ordinary steamer, say the *Nippon-maru*, and recoating her with two layers of anti-fouling composition, takes actually several hundred men two or three days. If done in one day it is a "rush job," with more men. It requires plenty of scoring-timber, stagings for men along the ship's sides, abundance of tools, and from twenty or forty tons of paint. All this is not for fun, nor for display, but is an absolute necessity, if the ship is to keep her speed. The Russians have in all about sixty ships in this armada. It is quite inconceivable, then, that they can have done all this work at any stage of their voyage.

The ships, therefore, must be at a great disadvantage in speed compared with the Japanese. This means, practically, if the fleets meet in the open, the slower is entirely at the mercy of the faster. It matters not if men are brave, or guns are well served; the less speed and less handiness must prove fatal. Not that every Russian must be sunk at once, but that as a fighting force the Baltic fleet would be inferior, and must suffer heavily. Moreover, despite what anyone may say, it does not seem possible that the crews of the armada can be well up in gun practice. How is gun practice attained? Only by using up real war ammunition in liberal quantity. Now, either they have practised every two or three days these six months or they have not. If they have, they must now have very little shot in their lockers. If not, they must be very unpractised.

A battle in the open appears, indeed, out of the question. The Japanese have shown what they can do at extreme range; having all the speed, they could remain at five or six miles, and "wing" the Baltic squadron—*i.e.*, sink or scatter and capture its colliers, with a minimum of risk to themselves. And a night attack would surely not be uneventful, judging by the way the Russian poured shells into each other on night of the Hull fishing boats. Admiral Rohjestvensky may have better crews than the Port Arthur fleet had, but there is nothing to show it as yet; and if they are no better, the *sauve qui peut* of August 10th is likely to be repeated.

It may be a painful consciousness of these probabilities that keeps the Russian Admiral hugging the shore. But it must not be forgotten that in straining every possible point to "keep cover," he is probably doing the best thing for Russia, and the worst for Japan. Apart from the fighting point of view, every day that passes means more embarrassment of trade; and the value of the menace thus maintained is no doubt fully understood. But Japan is not likely to be drawn by any such tactics into making an attack. It is a tedious waiting game, but it is just the sort that the Japanese have played well on former occasions; and any attempt to force matters to a quicker finish seems likely to end in failure, if not to precipitate complications.

ARMED ROBBERY

IN NEW TERRITORY.

Four farmers were placed before Mr. G. N. Orme this morning charged with committing an armed robbery at Tai O, on the 19th of March, with personal violence, and robbing a widow of $102 in money and $25 worth of clothing. Mok Kok Min, who said her husband was a seaman, and died in 1901, stated that on January 10th last she went to the shipping office and received the wages due to her husband whose death occurred at sea. The wages due were $400, but she did not receive it all as there were some deduction to be made, and she took the money back to her house. Her daughter and she slept in the same room, and her son in the next room. At 10 p.m. on the night in question, a man came in to her room and covered her with a coverlet. He previously heard a noise over a roof of the house which woke her. When she saw the man approaching her with the coverlet she moved away, and then saw two other men coming in. There was no light in the room when she woke up and so she was unable to see them properly. She could discern the face of the man who covered her up, which gave her the impression that it had been blackened. The other men in the room appeared to be searching the place. Her son came in while they were engaged on this job. One man asked her where her money was, but she refused to tell, saying it was lent out. They did not believe her, and the man who had covered her struck her, and threatened to chop up her daughter, daughter-in-law, and son, and leave witness alive all by herself. At the time she was wearing a pair of silver bangles, and the man who covered her took them off her. Her daughter was also wearing a silver bangle, and that was taken by the same man. That man then caught hold of her son, threw him on top of her, and asked where the money was, saying he would chop him to death if he did not tell him. She saw him holding a knife, similar to the one produced. The man then covered the son up, and when he was almost suffocated and could not hold out any longer, said it was in a jar in a cupboard in front of the bed. The robbers took the money and some clothing and after a thorough search of the house they left.

SAIGON AND HONGKONG.

The English papers give some interesting particulars concerning the forthcoming visit of M. Clémentel, the French Colonial Minister, to Indo-China. In an interview, M. Clémentel declared, says a French paper, "that up to now no agitation resulting from the Japanese successes was perceptible among the natives of Indo-China, and that he thought them capable of becoming our partners in insuring the defence of our colony." He went on to say:—

"At any rate, though France may at a certain period have dreaded Japan's spirit of expansion, these fears are now groundless. Our relations with Japan are good. What have we to fear? With a base like Cape St. James we can shelter a Fleet for several months and let the Mediterranean Fleet reach us in time of aggression and win the command of the sea for us. We are going to construct four new batteries, two with turrets, to fortify the Kamra Channel. We are very well organised, but it is our duty to keep a good lookout all the same, and to take every measure of security and protection for the development of the defences of our colony. Work has also been carried out at the Port of Saigon, so that we shall no longer be dependent upon Hongkong."

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE COMMITTEE invite the LADIES OF HONGKONG to be present at the First Meeting of the Season to be held at the Happy Valley, (SATURDAY), 13th inst.

The Charge of Admission will be $1 for other than Ladies, Members of the Hongkong Jockey Club, and Members of the Hongkong Gymkhana Club.

Post Entries will be accepted for Events Nos. 2 and 4.

The First Race will start at 4 P.M.

C. G. MACKIE,
Hon. Secretary.

Hongkong, 11th May, 1905. [155

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SECOND QUALITY TABLE BUTTER.....60 „ „
CANADIAN STILTON CHEESE.....50 „ „
FROZEN QUAIL.....20 Cts. Each.
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FINE AUSTRALIAN HAM...60 „ lb.
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PRIME YORKSHIRE HAM...70 „ „

Hongkong, 11th May, 1905. [45

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Hongkong, 11th May, 1905. [18

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Hongkong, 29th April 1905. [521

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For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905. [68

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H.M. THE KING
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GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW and LIVERPOOL	"YANGTSZE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

HOMEWARDS.

For	Steamers	To sail
*GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
*GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
*GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

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Hongkong, 11th May, 1905. [1

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MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TSINAN" * ‡	13th May.	
SHANGHAI	"SHAOHSING" †	16th	4 P.M.
MANILA	"TEAN" *	16th	
TSINGTAO, CHEFOO and TIENTSIN	"CHIHLI"	16th	
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Hongkong, 11th May, 1905. [6

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Hongkong, 6th May, 1905. [5

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Hongkong, 11th May, 1905. [11

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CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...$4
Meals .....$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17

Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"
2,363 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.,
Arriving at Macao about Noon.
From Macao 7 P.M.,
Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single $2.....Return $4
Second Class, Single $1.....Return $2
Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 2nd May, 1905. [529

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.	About
"SAGAMI"	31st May, 1905.
"EROLL"	6th June, "
"HINDUSTAN"	24th June, "

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th May, 1905

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	*YUENSANG**	...FRIDAY, 12th May, 4 P.M.
SANDAKAN	*MAUSANG*	.....SATURDAY, 13th May, Noon.
S'GAPORE, PENANG & CALCUTTA	*KUMSANG**	...TUESDAY, 16th May, 3 P.M.
TIENTSIN	*WOSANG*	.....THURSDAY, 18th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 11th May, 1905. [460

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton		$3.00
Second " " "		1.50
First " " "	to Macao	2.00
	with Cabin	3.00
" " return "	to Macao	3.00
	with Cabin	5.00

Breakfast, Tiffin or Dinner $1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S. S. Co., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 1st May, 1905 [523

NAVIGAZIONE GENERALE ITALIANA,
(*Florio and Rubattino United Companies*).

STEAM FOR
BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Capt. Cogliolo, will be despatched for the above Ports, on SATURDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 6th May, 1905. [547

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905. [464

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2 P.M. and on Sundays at 6 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 1st May, 1905. [14

COMPAGNIE DES MESSAGERIES MARITIMES,
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN,"

Captain ——, will be despatched for the above Ports, on or about MONDAY, the 15th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th May, 1905. [7

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th May, 1905. [550

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th May, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	20
" Corned—Ham Ngau Yuk	"	20
" Roast—Shiu " "	"	20
" Breast—Ngau Lam	"	15
" Soup, Tong Yuk	"	18
" Steak—Ngau Yuk Pa	"	20
" " Serloin—Ngau Lau	"	30
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	10
" Tongue fresh—Ngau Li	each	50
" " corned—Ham Ngau Li	"	60
" Head—Ngau Tau	"	60
" Heart—Ngau Sum	"	12
" Hump, Salt—Ngau Kin	"	20
" Feet—Ngau Kerk	each	8
" Kidneys—Ngau Yiu	"	11
Tail—Ngau Mei	"	18
" Liver—Ngau Con	lb	12
" Tripe (undressed)—Ngau To	"	6
Calves' Head and Feet—Ngau-chai-tau-keok	set	80
Mutton Chop—Yeung Pai Kwat	lb	26
" Leg—Yeung Pei	"	26
" Shoulder—Yeung Shau	"	23
Pigs' Chitlings—Chi cheong	"	24
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	16
" Heart—Chi Sum	each	9
" Kidneys—Chi Yiu	pair	8
" Liver—Chi Kon	lb	23
Pork, Chop—Chi Pai Kwat	"	20
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	24
" Fat or Lard—Chu Yau	"	17
Sheeps' Head and Feet—Yeung Tau Keok	set	55
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	lb	24
Sucking Pigs, To Order—Chu Chai	"	16
Suet, Beef—Sang Ngau Yau	"	16
" Mutton—Sang Yeung Yau	"	22
Veal—Ngau Chai Yuk	"	18
" Sausages—Ngau Chai Yuk Tong	"	15

POULTRY.

Chicken—Kai Chai	lb	27
Capons, Large, Small—Sin Kai	"	30
Ducks—Ap	"	23
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz.	19
Fowls, Canton—Kai	lb	32
" Hainan—Hoi Nam Kai	"	28
Geese—Ngo	"	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	$ —
Hare—Tu Chai	"	—
Partridge—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	30
" Hoihow—Hoihow Pak Kup	"	27
Quail—Um-Chun	"	20
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	22
Turkeys, Cock—Fo Kai Kung	"	57
" Hen— " " Na	"	48
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	each	75
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.

Barbel—Ka Yu	lb	12
Bream—Tin Yu	"	17
Canton Fresh Water Fish—Hoi Sin Yu	"	14
Carp—Li Yu	"	16
Catfish—Chik Yu	"	10
Codfish—Mun Yu	"	12
Crabs—Hai	"	22
Cuttle Fish—Muk Yu	"	13
Dab—Sa Mang Yu	"	9
Dace—Wong Mei Lun	"	11
Dog Fish—Tit Tu Sa	"	6
Eels, Congor—Hai Man Yu	"	15
" Fresh water—Tam Sui Yu	"	16
" Yellow—Wong Sin	"	28
Frogs—Tien Kai	"	25
Garoupa—Sak Pan	"	40
Gudgeon—Pak Kup Yu	"	12
Herrings—Tso Pak	"	17
Halibut—Cheung Kwan Yu	"	18
Labrus—Wong Fa Yu	"	17
Loach—Wu Yu	"	12
Lobsters—Lung Ha	"	18
Mackerel—Chi Yu	"	18
Monk Fish—Mon Yu	"	32
Mullet—Chai Yu	"	24
Oysters—Sang Hoo	"	28
Parrotfish—Kai Kung Yu	"	13
Perch—Tau Loo	"	16
Pike—Fa Paw Poong	"	19
Plaice—Pan Yu	"	24
Pomfret, Black—Hak Chong	"	20
Pomfret, White—Pak Chong	"	23
Prawns—Ming Ha	"	40
Ray—Pei Pa Sa	"	8
Rock Fish—Sek Kau Kung	lb	18
Roach—Chun Yu	"	10
Salmon, (C'ton), fresh water—Ma Yau Yu	"	20
Shark—Sa Yu	"	9
Skate—Po Yu	"	8
Shrimps—Ha	"	20
Snapper—Lap Yu	"	25
Soles—Tat Sa Yu	"	25
Tench—Wan Yu	"	16
Turbot—Cho How Yu	"	20
Turtles, small, fresh water—Keok Yu	"	50
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	lb	20
Apples, (California)—Kam San Ping Ko	"	80
" (Chefoo)—Tin Chun Ping Ko	"	—
" Small—Hoi Tong	"	—
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	lb	6
" (brides), Macao—San Heung Chiu	"	6
Chestnuts, Chinese—Foong Lut	"	12
Carambola—Yeung Tou	"	—
Cocoanuts—Yeh Tsz	each	9
Grapes—Sin Tai Tsz	lb	—
Lemons, China—Ning Moong	"	6
" Amer.—Kum San Ning Moong	"	5
Lichees, Dried—Lai Chi Con	"	20
" Fresh, Lai Chi	"	15
Limes, (Saigon)—Sai Kung Ning Moong	each	6
Mango, Manila—Lui Sung Mong	"	12
Mango, Saigon—Sai Kung Moong	"	6
Mangosteens, San Chuk Tsz	doz.	30
Oranges, (Canton)—Sang Sheng Tim Chang	"	25
" Small—Tai Kut	catty	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	lb	5
Pears, (American)—Kam San Shut Li	"	—
" (Canton), Cooking—Sa Li	"	—
" (Shanghai)—Sheung Hoi Li	"	15
Peanuts,—Fa Sang	"	10
Persimmons Large,—Hung Chie	"	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	10
" 2nd cocking—Chung-tang Paw-law	"	—
Plutams—Tai Chen	"	2
Plums, Swatow—Hung Lai	"	6
Pumolo, Siam—Chim Lo Yau	"	15
Walnuts, Hop Tou	"	15
" Green—Sang Hop Tuo	"	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	—
Beans, (French) Macao—Oh Moon Pin Tau	"	8
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	—
Beans, Sprout—Ah Choi	"	3
Beans Long—Tau Kok	"	—
Beet Root—Hung Choi Tau	each	3
Brinjals, Green—Cheng Yuen Ker	"	—
Brinjals, Red—Hung Ker	"	6
Brassica—Pak Choi	"	3
Bamboo Shoots—Chook Shun	"	8
Cabbage, Chinese, com.—Kai Choy	"	4
Cabbage Root—Kai Lan Tau	each	3
Cabbage, (Shanghai)—Yeh Choi	"	7
Cane Shoots, bunch—Kau Shun	"	—
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	5
Celery, Chinese—Tong Kan Choy	"	4
Celery, English—Yeung Kan Choi	"	10
Celery, White—Pak Yeung Kan Choi	"	7
Chilles Dried—Con Lat Chiu	"	25
" Red—Hung Fa	"	—
" Green—Cheng Lat Chiu	"	—
Curry Stuff, English—Ka Lee Choi Liu	"	6
Cucumbers—Cheng Kwa	"	10
Bitter Squash—Fu Kwa	"	15
Garlic—Suen Tau	"	7
Ginger, young—Sun Tsz Keung	"	—
" old—Lo Keung	"	3
Horse Radish, Shanghai—Lik Kan	"	20
Indian Corn—Suk Mai	piece	4
Lettuce—Yeung Sang Choi	each	1
Water Chestnuts—Ma Tai	"	3
" Mandarin—Kwei Lum Ma Tai	"	7
Mushrooms Fresh—Sang Cho Kho	"	—
Onions, Bombay—Yeung Chung Tau	"	—
" Green—Sang Chung	"	3
" Shai—Sheung Hoi Chung Tau	"	—
" Japan—Yat Poon " "	"	6
Okroes—Mo Ker	"	—
Parsley, English—Yeung Un Sai	"	1
Gradus Pea	"	—
Green Peas—Cheng Tau	"	—
Potatoes, Sweet—Fan Shu	"	3
" Shanghai—Sheung Hoi Shu Tsai	"	4
" Japan—Yat Poon Shu Tsai	"	4
" American—Fa Ki " "	"	—
" Foochow—Fuk Chau Shu Tsai	"	5
" Macao—Oh Moon " "	"	—
Pumpkin—Toong Kwa	"	10
Radish—Hung Lo Pak Tsai	dozen	2
Rhubarb	"	—
Shalots—Con Chung Tau	"	7
Spinage (Chinese)—Paw Choi	"	5
Spinach—Yin Choi	"	7
Tomatoes—Fan Ker	"	5
Taros—Wu Tau	"	2
Turnips, Pun-ti (Long)—Low Pak	"	3
" English—Yeung Low Pak	piece	2
Vegetable Marrow—Chit Kwa	"	7
Waters Cresses—Sai Yeung Choi	"	5
" Caltrops—Lan Kok	lb	—
" Lily Roots—Lin Ngau	"	—
Yams—Tai Shu	"	3

N. A. JOHANSSEN,
Acting Inspector of Markets.

BIRD-NESTING IN BORNEO.

[Continued from page 3.]

The Dyaks, though neatly formed, are usually, I might say invariably, of small size, seldom exceeding 5 ft. 4 in. or 5 ft. 5 in. in height; and their uniformity of size is quite remarkable compared with Europeans. This comparative uniformity of size prevails not only among the Dyaks of Borneo, but among almost the whole of the Indo-Chinese race, including Burmese, Siamese, Cambodians, and the widespread Malays that stretch along the coast of these regions. My companion, Mr. D—, was also not overburdened with the mortality of flesh. The Dyaks therefore got through the passage with ease and so did Mr. D— without very much trouble. But when I fairly got squeezed into the breach, so to speak, I could force myself neither upwards nor downwards (for that was the direction of the passage), and there I was, suspended like Mahomed's coffin or a trussed fowl. By dint of wriggling, however, I at last found myself on the top of the passage, minus a certain amount of skin and some buttons from my tight fitting khaki coat. Still on we jogged for the best part of a mile, when, lo and behold! the caves in which the birds were breeding, and which were to be the limits of our underground wanderings.

A faint glimmer of light could be seen through a rift in the rocks far above us, and it was through this small rift, which was a sealed passage even to the Dyaks themselves, that the birds passed in their journeys to and from their nesting-grounds. Our arrival, of course, disturbed whatever birds were there, and they disappeared as best they could. Nor were there so very many of them, as at the particular time of day we paid our visit most of the birds would be foraging elsewhere. A few swishes of the different torches, with proper adjustment of the withes, and they burnt brightly for a time in our Pluto's Hall, which was an appropriate enough name for this cave in the absence of any other. And there, for a time, we watched the Dyaks going through their gymnastics of robbing the birds' nests, with their ropes and long poles, creeping along the high ridges and ledges, in the lurid light of the torches, like unearthly spectres. It was rather late in the season for getting many edible birds' nest, and the Dyaks went with us more as guides than with the hope of making a great haul of nests. We got enough, however, to satisfy our curiosity, and that was all we wanted, besides being enlightened in the way in which the thing was done.

The birds that build these peculiar nests are a species of swallow, not very different in size or in mode of flight from the migratory swallows that frequent our own shores at certain seasons, with the usual skimming flight, pointed wings and characteristically forked tail. The nests consist of shallow cupshaped cavities, truncated at one side, where they are attached to the rocks like brackets to a wall, and forming something like a two-thirds segment of a circle. It is not always easy to get at them, as they are sometimes glued to the perpendicular sides of the solid rocks, high overhead, so that the nest-hunters have to scale these cracks with ropes and poles to get at them. In substance they consist of an elastic, semi-transparent mucilaginous material, which is said to be a secretion, or macerated food, from the crops of the birds themselves. As robbing these nests for commercial purposes forms a part of the Dyak's means of livelihood, and of Rajah Brooke's revenue, the birds have frequently to build twice or even three times during the season before they are able to hatch their offspring, and it is noted that each successive crop of nests deteriorates in the way both of construction and composition. The original, or first nests, built at the beginning of the season, are bright and transparent, with but little admixture of other material than the paternal secretion spoken of and are consequently known on the market as "white nests." But when they are robbed, the next crop is not nearly so pure in substances, and when a third crop has to be built, the nests are found to be adulterated more and more with down and other impurities. The birds, perhaps getting tired of building, cease to be so fastidious in their workmanship, and hence the adulterations which mar their purity and decrease their value. To that last category belonged most of those nests which we were able to procure on this occasion, as the season was practically over for the gathering of eggs for the market.

And so we returned from the caves, bearing our trophies with us. Nor was it indeed, without some little anxiety that I approached the the passage which had already given me such a lot of trouble. Even the approach to it (on our way back) was so shallow from above, that we had to grope along on our hands and knees, which was not so much the case through the rest of the caves. And if I found it so hard to squeeze myself through this passage upwards, how much more so would it be in the reverse process downwards? It may be true that the descent of Hades is easy, yet it is not at all true that it is so easy to descend as to ascend rocks, with due regard to the value of one's neck.

The Dyak's torches, too, were giving out. What, then, if I could not get through the passage? It was a nice lookout for me, the thought of which still gives me the creeps. However loyal my companion was likely to be, and perhaps also the Dyaks, the torches were sure to go out after a time, like the lights of the Foolish Virgins, and then we should find ourselves in the dark and under the ground too. Ugh, I dont like to think of it!

On hands and knees we crept, till at last we reached the trying ordeal. Downwards I wriggled and strained as best I could. But I could not strain downwards so well as I did upwards, and it was with an immense sense of relief that I finally managed to get released from my temporary prison, and flopped down into the pool at the bottom of the passage. In due time, and with our torchlight supply still unfinished, we all emerged safely from the underground cave, and therewith ended the episode of my bird-nesting in far-away Borneo. —John Macgregor in *Perak Pioneer*.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/1
Do. demand	1/1 9/16
Do. 4 months' sight	1/1 9/16
France—Bank T.T.	2.36
America—Bank T.T.	45¼
Germany—Bank T.T.	1.92
India T.T.	140
Do. demand	140
Shanghai—Bank T.T.	71½
Japan—Bank T.T.	92½
Java—Bank T.T.	172½

Buying.

4 months' sight L/C.	1/1 13/16
6 months' sight L/C.	1/1 15/16
30 days' sight San Francisco & New York	46½
4 months' sight do.	47
30 days' sight Sydney and Melbourne	1/1 1/16
4 months' sight France	2.40
6 months' sight "	2.41
4 months' sight Germany	1.96
Bar Silver	26½
Bank of England rate	2½ 7

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per picul
Malwa New	@	1,100/1,130
" Old	@	1,150/1,180
" Older	@	1,220/1,260
" Oldest	@	1,330/1,380
		Per chest
Patna New	@	1,130
Benares New	@	1,090
Persian (Paper)	@	780/910

Shipping.

Arrivals.

Tsinan, Br. s.s., 1,460, W. B. Brown, 10th May, —Kobe 4th May, Gen.—B. & S.

Proteus, Nor. s.s., 1,024, C. Möller, 10th May, —Swatow 9th May, Ballast.—B. & Co.

Hailan, Fr. s.s., 377, L. Andersen, 10th May,—Pakhoi and Hoihow 9th May, Gen.—A. R. M.

Nord, Nor. s.s., 730, G. Haraldsen, 10th May, —Saigon 5th May, Gen.—Aagaard Thorsen Co.

Eiger, Nor. s.s., 875, C. Rasen, 10th May,—Canton 10th May, Gen.—S. & Co.

Dagny, Nor. s.s., 889, O. Alexahamsen, 10th May,—Newchwang via Chefoo 3rd May, Gen.—Kwong Man Kee.

Elax, Br. s.s., 2,050, Baker, 10th May,—Pulo Sambo 4th May, Bulk Petroleum.—A., K. & Co.

Foosbing, Br. s.s., 1,423, T. Arthur, 10th May, —Wuhu 4th May, and Chinkiang 5th, Rice and Oil —J., M. & Co.

Mathilde, Ger. s.s., 678, A. Ulderup, 11th May, —Pakhoi 7th May, and Hoihow 9th, Gen. —J. & Co.

Yatshing, Br. s.s., 1,429, T. Sellar, 11th May,—Wuhu and Chinkiang 7th May, Rice.—J., M. & Co.

Choysang, Br. s.s., 1,424, Selby, 11th May,—Shanghai via Swatow 6th May, Gen —J., M & Co.

Bonaventure, Br. cruiser, 3,120, H. H. Torlesse, 11th May,—from Mirs Bay.

Clearances at the Harbour Office.

Hongkong, for West River.
San Cheong, for Canton.
Segovia, for Singapore.
Fooshing, for Canton.
Chanwai, for West River.
Hanoi, for Haiphong.
Lyeemoon, for Shanghai.
Sungkiang, for Amoy.
Shun Lee, for West River.
Ningchow, for Nagasaki.
Holming, for Shau-u-tsung.
Florida, for Saigon.
Wingchai, for Macao.
Hangsang, for Shanghai.
Carl Diederichsen, for Hoihow.

Departures.

May 11.

Pera, for Singapore.
Haimun, for Coast Ports.
Hanoi, for Haiphong.
Dagny, for Canton.
Hellas, for Canton.
Sungkiang, for Manila.
Carl Diederichsen, for Hoihow
Hangsang, for Shanghai.
Lyeemoon, for Shanghai.

Passengers arrived.

Per *Proteus*, from Swatow—Mr. Jack Samee, and 136 Chinese.

Per *Tsinan*, from Kobe—Mr. and Mrs. Vilonki and child, Mr. J. Howith, Col. M. E. Cooke-Collis, Rev. W. T. Austen, Mr. J. Y. Alexander, Mrs. H. T. Selfe.

Per *Choysang*, from Shanghai—Messrs. McCulloch, Turathdos, and Dr. Olph.

Passengers departed.

Per *Empress of Japan*, for Vancouver, &c.—Mr. and Mrs. L. J. R. Bloomfield, Mrs. Crewster, Mr. Fred. B. Marshall, Mr. and Mrs. C. Tulloch Miss Kathleen M. Goode, Mr. and Mrs. Jas. Buckley, Mr. and Mrs. A. P. Van Naly, Capt. S. W. Very, U.S.N., Messrs. S. M. Jones, C. P. Jones, Mr. and Mrs. E. R. Ackerman, Mr. R. S. Botsford, Dr. Galoway, Dr. W. B. and Mrs. Toy and 4 children, Miss E. M. MacLean, Mr. and Mrs. P. H. Sturge, Messrs. F. Matera, Frank Elmore, G. D. Mareton, Capt. R. Muter, Mr. and Mrs. E. H. Hinds and child, Messrs. B. H. Hewett, G. A. Moore, Mrs. F. M. Barlow, Mr. and Mrs. M. E. Rousee and child, Mr. R. M. Loper, Hon. and Mrs. Jas. Ross and child, Mr. and Mrs A. Durand, Mr. A. Bennet, Mr. and Mrs. J. H. Cawperthwaite, Messrs. Norbury, C. H. Browne, C. S. Crawford, R. H. King, Mrs. J. H. Henderson, Messrs. H. G. Moore, W. J. Clark, Mrs. A. M. Clark, Dr. J. B. Young, Mr. and Mrs. W. Tennon, Mr. Julio Francia, Judge P. H. Linebarge, Mr. and Mrs. Geo. W. Millar, Mrs. Stewart Smith, Miss E. Fulrk, Capt. Wakefield, Mr. F. Yoshida, Misses Fox-Davis and Anderson, Mrs. and Miss Wakefield, Drs. Carlisle and C. H. Tunes, Lieut.-Comdr. and Mrs. J. K. Seymour, Mr. M. J. O. Malley, Capt. B. F. Rittenhouse, Eng.-Lieut. C. J. Risch, Messrs. Brissenden and Robertson, Mrs. A. R. Parker, Mr. and Mrs. H. W. Slade and 2 children, Messrs. E. Muelle, E. H. Lovell, Mr. and Mrs. Kadoorie, Judge and and Mrs. A. E. McCabe, Messrs. E. H. Sharp, Carl W. Smith, Rev. H. O. Sullivan, Messrs. Jno. F. Eedabough, T. Harrington, Eric Lund, Doronda, E. E. Thompson, Daniel Seffert, A. R. Paget and Jno. R. Douglas.

Per *Preussen*, for Bremen, &c.—Mrs. A. E. Acker, Mrs. Armstrong, Mr. and Mrs. H. E. Bard and child, Miss F. C. Buffington, Mr. and Mrs. C. B. A. Castro, Mr. Cerulino, Mr. and Mrs. G. Chaussé, Messrs. Chung Kee and Clemens, Mrs. T. E. Collinge and child, Mr. Cooper, Mr. C. Copprsters, Mr. and Mrs. Cork and children, Messrs. G. Cunningham, Dashn, J. Dainty, and R. W. Dale, Mrs. Denker, Capt. W. Duncombe, Mr. and Mrs. Edlin, Capt. F. O. Edmunds, Mr. V. Falck, Capt. Wm. Fargher, Messrs. H. R. Fry, and A. Fischer, Mr. and Mrs. C. A. Gairdner, Mr. and Mrs. Geddes, Mrs. A. McGlashan, Mr. and Mrs. Chas. J. Glidden, Capt. and Mrs. Goetsche and children, Mr. A. Gossens, Mr. and Mrs. Graham, Mr. C. Goll, Mr. and Mrs. Hardie, Mr. and Mrs. Ch. A. Heyligers, Mr. and Mr. Hillary, Messrs. C. Hördern, and A. J. W. van Horn, Mr. and Mrs. P. H. van Horn and child, Mr. E. Hose, Mr. and Mrs Housten and children, Messrs. E. C. Jones, J. P. Jordan, M. F. Kalisch, and B. E. Kappelhoff, Mr. and Mrs. Kaplan, Mr. K. Kawalbashi, Mr. and Mrs. H. Koch and child, Mr. R. W. F. Koopmann, Mr. and Mrs. J. Koot, Messrs. H. E. Krol, H. Larsen, Mr. and Mrs. H. A. Lecren, Mr. V. Lecren, Miss Lecren, Mrs. Leuss and child, Mr. Lohmann. Capt. and Mrs Lorenzen and child, Mr. Lim Ong Lye, Mr. C. Meyer, Capt. and Mrs. Milroy, Mr. J. N. Moddermann, Miss Mörsel, Mr. and Mrs. W. J. H. Muller, Mr. and Mrs. Mut and children Miss M. Nakamura, Mrs. R. T. Nelson and child, Mr. and Mrs. Oddie, Prof. Dr. Omori, Mrs. Payne, Messrs. S. Peterson, and L. Pini, Mr. and Mrs. Part, Mr. and Mrs. Richardson, Messrs. R. Russell, J. Salm, Sartorioso, S. Schäffer, R. F. Schirmer, and T. Seebelg, Mrs. V. Shoji, Messrs. Sinclair, J. Smith, E. Steffan, Tau Mo Shin, Venning, S. Wilkinson, O. Wille, Capt. J. Wiemann, Mr. K. C. Yun, Mr. Zahnder and children.

Shipping Report.

Str. *Proteus* from Swatow:—Calm weather and smooth sea.

Str. *Yatshing* from Wuhu:—Light variable winds and fog, smooth sea.

Str. *Tsinan* from Kobe:—Light to moderate SW. wind, and moderate sea, weather fine with occasional thick fog.

Str. *Fooshing* from Wuhu:—Light winds and continuous fog, from Gutzlaff to Chapel Island, thence to port light airs, clear and fine.

Str. *Choysang* from Shanghai:—There to Swatow light southerly winds, and thick fog, from thence moderate easterly wind, fine weather.

Vessels in Port.

STEAMERS.

Angola, Br. s.s., 2,880, A. W. Cameron, 8th May,—Mororan 28th April, Coal.—D. & Co., Ld.

Bangkok, Ger. s.s., 1,267, F. Buche, 7th May, —Bangkok 27th April, Rice.—B. & S.

Bogstad, Nor. s.s., 1,981, S. H. Gullicksen, 7th May,—Canton 5th May, Gen.—Aagaard-Thoresen & Co.

Don of Kelly, Br. s.s., 2,725, W. Jarvis, 10th May,—London 5th April, and Singapore 4th May, Gen.—N. Y. K.

Forsteck, Ger. s.s., 1,814, Ohlerich, 9th May,—Newport 18th Jan., and Hone Koke Bay 5th May, Ballast.—J. & Co

Gulf of Venice, Br. s.s., T. H. Cook, 7th May, —Manila 4th May, Gen.—Order.

Hue, Fr. s.s., 705, Godineau, 7th May,—Haiphong and Hoihow 6th May, Gen.—A. R. M.

Ischia, Ital. s.s., 2,784, C. Andrew, 5th May,—Bombay 17th April, and Singapore 29th, Gen.—C. & Co.

Kumsang, Br. s.s., 2,077, E. J. Buller, 8th May,—Calcutta 23rd April, Penang 29th, and Singapore 3rd May, Gen.—J., M. & Co.

Lyeemoon, Ger. s.s., 1,238, Th. Lehmann, 9th May,—Canton 8th May, Gen.—S. & Co.

Macquaire, Br. s.s., 2,073, St. John George, 25th April,—Moji 21st April, Coal.—G., L. & Co.

Mausang, Br. s.s., 1644, R. Houghson, 30th April,—Sandakan 24th April, Timber and Gen.—J., M. & Co.

Neumuchlen, Ger. s.s., 2,993, Fischer, 8th May, —Cardiff via Camreigne Bay 5th May, Ballast.—J. & Co.

Ningchow, Br. s.s., 5,714, Davies, 10th May,—Singapore 5th May, Gen.—B. & S.

Queen Eleanor, Br. s.s., 3,573, A. Currie, 9th May,—Mororan 29th April, Coal.—D. & Co., Co.

Rajaburi, Ger. s.s., 1,189, G. Wendig, 7th May,—Bangkok 28th April, Rice and Meal. —B. & S.

Tsintau, Ger. s.s., 1,002, O. Koch, 6th May,—Kohsichang, (Bangkok) 30th April, Rice, Gen and Wood.—B. & S.

Ualwood, Nor. s.s., 1,066, Carl Andersen, 5th May,—Samarang 27th April, Sugar.—Yuen Fat Hong.

Wik, Ger. s.s., 1,822, Curstens, 3rd May,—Newport 9th Mar., and Sabang 23rd April, Coal.—J. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 8th May,—Manila 5th May, Gen.—J., M. & Co.

Zafiro, Br. s.s., 1,611, R. Rodger, 8th May,—Manila 6th May, Gen.—S., T. & Co.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,—Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.

Travancore, Br. ship, 2,217, Harges, 30th April, —Cardiff 5th Sept., Patent Fuel.—Government.

West York, Br. bq., 720, W. J. L. Fosta, 13th April,—Newcastle 15th Jan., Coal.—E. A. T. Co.

Steamers Expected.

Vessels	From	Agents	Due
Doric	Manila	O. & O. Co	May 13
Palermo	Singapore	P. & O. Co	May 14
Polynesien	Singapore	M. M.	May 15
H. Menzell	Singapore	H. A. L.	May 16
Manchuria	Japan	P. M. Co.	May 18
Emp. of China	Vancouver	C. P. R. Co	May 23
Aragonia	Portland	P. & A. Co	May 24

Hongkong & Whampoa Dock Returns.

Tsinan	at	Kowloon	Dock.
San Ui	"	"	"
Hoihing	"	"	"
Gulf of Venice	"	Cosmopolitan	"

Post Office.

A Mail will close for:—

Bangkok—Per *Rajaburi*, 12th May, 11 A.M.
Macao—Per *Heungshan*, 12th May, 1.15 P.M.
Manila—Per *Yuensang*, 12th May, 3 P.M.
Chefoo and Tsintau—Per *Eiger*, 12th May, 3 P.M.
Mauritius—Per *M. Struve*, 12th May, 3 P.M.
Sandakan—Per *Mausang*, 13th May, 11 A.M.
Manila—Per *Zafiro*, 13th May, 11 A.M.
Singapore, Penang and Bombay—Per *Ischia*, 13th May, 11 A.M.
Bangkok—Per *Bangkok*, 13th May, 11 A.M.
Macao—Per *Heungshan*, 13th May, 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tsinan*, 13th May, 3 P.M.
Swatow and Bangkok—Per *Tsintau*, 13th May, 5 P.M.
Swatow, Amoy and Foochow—Per *Haitan*, 14th May, 9 A.M.
Macao—Per *Heungshan*, 15th May, 1.15 P.M.
Swatow, Amoy and Tamsui—Per *Proteus*, 13th May, 5 P.M.
Europe, &c., India, *via* Tuticorin—Per *Dumbea*, 16th May, 11 A.M.
Macao—Per *Heungshan*, 16th May, 1.15 P.M.
Singapore, Penang and Calcutta — Per *Kaowang*, 16th May, 2 P.M.
Tsingtau, Chefoo and Tientsin—Per *Chihli*, 16th May, 3 P.M.
Shanghai—Per *Shaohsing*, 16th May, 3 P.M.
Manila—Per *Tean*, 16th May, 3 P.M.
Macao—Per *Heungshan*, 17th May, 1.15 P.M.
Macao—Per *Heungshan*, 18th May, 1.15 P.M.
Tientsin—Per *Woosang*, 18th May, 2 P.M.
Macao—Per *Heungshan*, 19th May, 1.15 P.M.
Manila—Per *Rubi*, 20th May, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Chutan*, 20th May, 11 A.M.
Macao—Per *Heungshan*, 20th May, 12.15 P.M.
Cebu and Iloilo—Per *Sunghiang*, 23rd May, 3 P.M.

VISITORS AT THE HOTELS.

PEAK.

Aucott, E. F.
Beattie, A.
Beattie, M. P.
Bentwick, Capt. and Mrs. and children
Bourcheir, Mr. & Mrs.
Brown, Mr. & Mrs. D. E.
Bunney, Col. and Mrs. F. W. and children
Clothier, A. N.
Dixon, Mr.
Dymock, Lieut. A.
Edwards, Mr. and Mrs.
Gales, Capt.
Hallingworth, Mr. and Mrs.
Hardy, Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Haseland, F. A.
Helsgaun, A.
Hett, Mr. and Mrs. F. Taget
Hudig, D.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Josling, Major C. L.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
Louder, Mr.
Martin, R.
Meadus, Eng.-Comdr. and Mrs.
Moxon, Mr. and Mrs. Herbert
Muelle, J.
Oliver, Mr. and Mrs.
Ollis, F. B.
O'Neil, J. L. Hough
Painter, Maj. and Mrs.
Parker, R.N., A. R.
Parker, Mrs.
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Plate, Mr. and Mrs.
Pollock, K.C., Mr.
Rymer, Mr. and Mrs.
Sawer, Mrs.
Sinclair, A.
Smith, C. W.
Smith, Mr. and Mrs.
Spalckhaver, W. O. C.
Stokes, Mr.
Thomas, Mr.
Uffel, W. von
Vandin, Gordon
Vereker, Capt. and Mrs.
Watkins, R.E., Capt. and Mrs.
White, Dr. and Mrs. M. J.

OCCIDENTAL.

Andrews, Mr. and Mrs. and family
Bockelmann, L.
Bohlan, O.
Chandler, Lieut.
Fisher, F.
Fisher, R.
Hurly, Major M. R.
Kerkhoven, Mrs. and family
Keyt, Dr.
Krill, Mr.
Leeley, H.
Lowe, Mr. and Mrs. J. C. and daughter
Marchant, Mrs. and children
Marchant, Capt. and Mrs. and children
Martin, Mariano
Moser, E.
Munro, Miss A.
Pennefather, Mrs.
Petersen, J.
Pinggéra, Dr.
Pirns, Simino Lopez
Schlaikier, Capt. and Mrs.
Schlüter, Mr. and Mrs. and family
Uyetthuren, H.
Williams, Mrs. G. W.
Winter, J. R.
Yarnell, Mrs. H. E.

HONGKONG.

Bingham, Mr. & Mrs. J. R. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Bisney, Mrs.
Bisney, Miss
Blair, D. K.
Boggan, Mr. and Mrs. and infant
Bonner, E. A.
Borthwick, Mrs. R. W. and child
Bowack, G.
Bowden, V. R.
Broughall, L.
Buck, Hart
Clark, Hon. Dr. Francis
Clark, T.
Clegg, R.M., Eng. Lt. and Mrs. H. I.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Deronzier, S.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C.
Felvus, C. P.
Fletcher, H.
Frost, B. L.
Glover, C.
Gordon, E. N. S.
Grant, A. W.
Grone, Dr. and Mrs. F.
Haines, C. V.
Hall, Capt. T.
Hanron, J.
Harding, R.
Hurst, R.N., Engineer-Capt.
Innes, Capt. R.
Johnson, E. F.
Kempf, H. H.
Kerr, F.
King, E. N.
Krassnoff, T. A.
Laidg, A. H.
Lewis, A. R.
Mackay, C. H.
Maria, R. M. de F. e and servant
Marriott, Dr. O.
McAran, T. P.
Miller, P. L.
Moir, R.N., Mrs. W. M.
Moody, Mrs. J. L.
Moon, Mr. & Mrs. E. M.
Moore, Dr. W. B. A.
Murray, E. H.
Newington, A. G.
Oliffe, O. C.
Parfitt, W.
Patey, Mrs. E. O.
Perkins, Mr. and Mrs. T. L.
Platt, E. V.
Ranney, F. O.
Ranney, Mrs. F. O.
Roach, Mrs. J. S. and child
Sherman, Mr. and Mrs.
Skott, C.
Snewin, E. A.
Somerville, Geo.
Soper, C. H.
Stanley, Dr. T.
Stanley, H. H.
Stein, A. L.
Stewart, W. M.
Thornborrow, J.
Trimnell, W. D.
Unbehaun, C. H.
Vickers, J. S.
Vickers, R. C.
Wemyss, J. L.
Woolmer, Mr. and Mrs. C. E.
Wright, Mr. and Mrs.
Zehrmann, F. C.
Yen, C.
Zacharias, H.

CRAIGIEBURN.

Barnett, H. J. O.
Dann, G. H.
Gaskell, Mr. and Mrs.
Marchant, Capt. and Mrs. and children
Riadore, R.N., Lieut.-Commander & Mrs. and children
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Smith, H. Percy
Torney, Mrs. A.
Torney, Miss
Torney, Miss J.
Webb, Mr. and Mrs. Montague
Wilson, Dr. Newell
Woodward, Mr. & Mrs. and children
Wright, Mrs. R. J. L. and children

KOWLOON.

Carrick, Mr. and Mrs. A. F.
Eustace, Bert.
Heriot, R.M.L.I., Capt. and Mrs. Mackay
McCrae, D.
Mitchell, Mr.
Stevenson, Lt.-Comdr. and Mrs.
Watson, Mr. and Mrs. W. H.

CHINA COAST METEOROLOGICAL REGISTER.

May 9th, 1905, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	30.00	—	—	SW	4	—
Hakodate		"	30.17	—	—	—	0	—
Tokio		"	30.22	—	—	NW	2	—
Kochi		"	30.03	—	—	NE	4	—
Nagasaki		"	—	—	—	NW	4	—
Kagoshima		"	29.99	—	—	E	2	—
Oshima		"	30.04	—	—	S	3	—
Naha		"	30.03	—	—	S	5	—
Ishigakijima		"	30.03	—	—	S	4	—
Taihoku	5	a.m.	—	—	—	—	—	—
Taichu		"	—	—	—	—	—	—
Tainan		"	—	—	—	—	—	—
Koshun		"	—	—	—	—	—	—
Pescadores		"	—	—	—	—	—	—
Weihaiwei		a.m.	30.02	60	—	W	3	o
Gutzlaff		"	30.05	57	100	NW	3	om
Sharp Peak		"	—	—	—	—	—	—
Amoy	6.30	a.	30.02	74	93	—	0	f
Swatow		"	30.02	76	100	SW	1	c
Canton	9	a.m.	30.07	81	74	—	0	b
Hongkong	10	a.m.	30.05	81	73	E	1	c
Victoria Peak		"	—	—	—	—	0	—
Gap Rock		"	30.04	—	—	NNE	2	—
Macao		"	30.02	82	—	SE	1	c
Haiphong		"	—	—	—	—	—	—
Manila		"	30.00	86	65	WSW	2	c
Bacolod	9	a.m.	—	—	—	NE	2	b
Iloilo		"	29.95	86	—	NE	3	b
Cebu		"	—	85	—	N	2	b
C. St. James	10	a.m.	—	—	—	—	—	—

May 11th, 1905, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	30.00	—	—	S	4	—
Hakodate		"	29.97	—	—	N	2	—
Tokio		"	30.10	—	—	—	0	—
Kochi		"	30.03	—	—	NE	4	—
Nagasaki		"	30.01	—	—	—	0	—
Kagoshima		"	30.03	—	—	—	0	—
Oshima		"	30.00	—	—	—	0	—
Naha		"	29.97	—	—	S	2	—
Ishigakijima		"	29.97	—	—	W	0	—
Taihoku	5	a.m.	—	—	—	—	—	—
Taichu		"	—	—	—	—	—	—
Tainan		"	—	—	—	—	—	—
Koshun		"	—	—	—	—	—	—
Pescadores		"	—	—	—	—	—	—
Weihaiwei	9	a.m.	30.01	76	—	W	2	b
Gutzlaff		"	30.14	61	77	SW	1	cm
Sharp Peak		"	30.09	68	85	N	1	ow
Amoy	6.30	a.	30.06	67	89	NE	3	f
Swatow		"	—	75	95	NE	3	b
Canton	9	a.m.	30.02	80	62	E	3	b
Hongkong	10	a.m.	30.01	81	75	ESE	2	c
Victoria Peak		"	—	—	—	E	1	—
Gap Rock		"	30.01	—	—	NNW	1	—
Macao		"	29.98	84	—	E	1	c
Haiphong		"	—	—	—	—	—	—
Manila		"	—	—	—	—	—	—
Bacolod	9	a.m.	—	—	—	NE	2	b
Ilo lo		"	29.94	86	—	ENE	1	b
Cebu		"	—	86	—	N	1	b
C. St. James	10	a.m.	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Yangtsze
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	en route to Singapore
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory *	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Humber	storeship	1,040	—	800	Lieut. P. M. Rindore	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Singapore
Janus	torpedo boat destroyer	280	6	5,900	Reserve	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Singapore
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
† Flag of Rear-Admiral the Hon A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Commanding Officers.	Last reported at
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150		Haiphong
Balonnette	river gunboat	—	—	150		Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150		Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Bale d'Along
Décidée	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser	3,985	14	5,500

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA,"

Captain Boyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows :—

S.S. *ERNEST SIMONS* ...30th May.
S.S. *POLYNESIEN* .....13th June.
S.S. *CALEDONIEN*.....27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905. [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 2nd July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 6th May, 1905. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
*Hyades**	3,753	Geo. Wright...	At. May 23
Pleiades†	3,753	F.G. Purington	„ June 30.
Shawmut	9,606	E. V. Roberts	„ July 12
Tremont	9,606	T. W. Garlick..	„ Aug. 8

Steamer marked (*) have no second-class passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 9th May, 1905. [8

BOO CHEONG,
昌 ... 寶
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905. [64

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 per Cask 375 lbs. net ex Factory.
$2.70 per Bag. 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents :—
SIEMSSEN & CO.

Hongkong, 10th January, 1903. [57

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

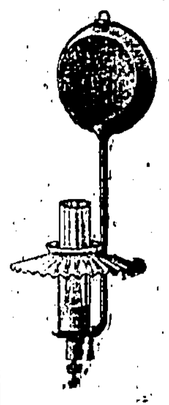
EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, *QUEEN'S ROAD*,
Watson's Building.

51]

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.

Hongkong, 4th May, 1905. [527

TO LET.

NO. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70

TO LET.

A BUILDING at CAUSEWAY BAY, in present in occupation of the Steata Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904 [66

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904 [67

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 / $8,000,000 / $250,000	$1,493,408	Div. of £1.10/- and bonus of £1 @ exchange 1/11 9/16=$25.46 for second half-year 1904	5½ %	$795 sales / London £80½
National Bank of China, Limited	99,925	£7	£5	$200,000	$41,768	$2 (London 3/6) for 1903	...	$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 / 81,739	$150,494	$17 for 1903	5½ %	$360 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 / $151,992 / $362,366 / $371,445	Nil.	$4½ for year ended 30.4.1904	7½ %	$57 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 / £20,000 / $372,749 / $893 110 / $846,773	$2,078,997	$35 for 1903	5 %	$700 sellers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 / $37,794	$486,284	$12 and $3 special dividend for 1903	9½ %	$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $125,675 / $2,561	$329,047	$6 dividend & $1 bonus for 1903	8½ %	$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,200,505	$360,372	$34 for 1903	11½ %	$300
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$5,000	$8,832	$1 for 1904	5 %	$21
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 / $85,439	Nil.	$2 for year ended 30.6.1904	5½ %	$35 sales
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $600,000 / $158,444	$26,160	$1 for second half-year 1904	9½ %	$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 / £100,000	£5,853	10/- for 1903 @ 1/10 5/16=$5.378	4½ %	$125 sales and buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2½ final making Tls. 4½ for 1904	8½ %	Tls. 55 buyers
Do. (Preference)	100,000			£400,000		Tls. 1½ final making Tls. 3½ for 1904	7½ %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,126	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4½ %	22/6 buyers
"Star" Ferry Company, Limited	10,000	$10	$10	$60,000	$1,287	$1.80 & b. 40 cts for year ending 30.4.04	6 %	$37½ sales
	10,000	$10	$5	$15,093		$0.90 & b. 20 cts.	4 %	$28 sales
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 / $ 21,075 / $130,153	$21,231	$10 for 1904	8 %	$125 sales
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 / Tls. 276,679	Tls. 6,190	Final of Tls. 1½ making Tls. 3½ for 1904	11½ %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	$42,812	Final of $15 making $20 for 1904	9 %	$225 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $85,987	$3 for 1897	...	$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	4½ %	Tls. 60 buyers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7.30 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. $10	G. $10	none	G $672,093	50 cents making G. $1 for 1904	5½ %	G $17½
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$4 sellers
	50,000	£1	£1					
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 / Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$470
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$8,577	$3.75 for 1904	11½ %	$33 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	40,000	$50	$50	$58,473 / $10,000 / $300,000 / $250,000	$29,422	Final of $2½ making $5 for 1904	4½ %	$105 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$33,500	$498,289	$6 dividend and $1 bonus for 2nd half-year 1904	6½ %	$204 buyers
Howarth Erskine, Limited	17,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04	6½ %	$270 buyers
New Amoy Dock Company, Limited	6,000	$6½	$6½	$55,500	$489	$1½ for 1903	6 %	$21 sellers
Riley Hargreaves & Co., Limited	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus for 1903	5 %	$255 buyers
Do. (Preference)	2,750					$7 dividend	6½ %	$111½
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 155
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 187½ sales
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$2,100,000	$206,625	$20 for 2nd half year making $26 for 1904	6½ %	$395 sellers
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9½ %	Tls. 187 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	none	$9,989	$2½ for year ended 30.6.1904	8 %	$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 34,000 / Tls. 8,000	Tls. 805	Final of Tls. 5 making Tls. 9	6½ %	Tls. 145 sales
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 / $10,000	$3,554	$5 for second half-year making $10 for 1904	7½ %	$144 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,875	Final of $6 making $12 for 1904	9½ %	$127 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904	4 %	Tls. 22½ sales
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,994 / $50,000	$11,958	90 cents for 1904	7½ %	$13 buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$377	$3 for 1904	7½ %	$39½ buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 / Tls. 170,000	Tls. 40,066	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	7 %	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10 %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5½ %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Final of $1.70 making $3.20 for 1904	5½ %	$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10½ %	Tls. 37½ sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04	3 %	$16 sales
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 50,000 / Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 35 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	$779	nil	$125 for year ending 30.6.1900	...	$100 buyers
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13½ %	Tls. 68 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	.....	First year	...	$115 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	$5½ buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$8,000	$1,182	$3 for 1904	8½ %	$36
Central Stores, Limited	6,000	$15	$12			Final of 60 cents making $1.80 for 1904	8½ %	$21 sellers
Do. (Founders')	123	$15	$12	$20,000	$1,502	None	...	$100
Do. (New Issue)	24,000	$15	$7½			Preferential of 7 per cent for 1904	6½ %	$8 sellers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	7½ %	$13 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	7½ %	Tls. 65 sales
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$10
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,0000	$1,581	80 cents for 1904	9½ %	$8½ sales
Dairy Farm Company, Limited	25,000	$7½	$6	.....	.....	$1½ for year ending 31.7.1903	...	$17
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	...	Tls. 15 sellers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	8 %	193 buyers
Green Island Cement Company, Limited	100,000	$10	$10	$400,000	$95,054	$2 for 1904	7½ %	$20½ sales
Do. (New Issue)	50,000	$10	$5	$25,000		First Year	...	$17
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$7,531	Final of $1½ making $2½	10½ %	$-4 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 / £3,000	£7,625	£1 div. and 2/- bonus for 1903	7½	$160 buyers
Hongkong Electric Company, Limited	30,000	$10	$10	none	$1,747	$1.00 for year ending 30.4.1904	5½ %	$17½ buyers
	30,000	$10	$5			50 cents	4½ %	$11½ buyers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	7½ %	$200 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$5,356	Final of $13 making $17 for 1904	7 %	$242½ sales
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$11,137	$10 for 1904	7 %	$150 buyers
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$299	Final of 70 cts. and 50 cts. bonus making $1.90 for the year ended 30.9.04	10½ %	$17½ sales
Kats Brothers, Limited	10,000	$100	$100	$475,000	$3,400	$8 for 1904	6 %	$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Interim of $5	7½ %	$140 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Lungkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 / Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7½, paid 15.3.05	12½ %	Tls. 244 sellers
Maynard and Company, Limited	3,400	$10	$10	none	.....	$2 for year ended 31.10.1904	9 %	$23
S. Moutrie & Company, Limited	4,000	$50	$50	$5,000	$832	Final of $3 making $5 for the year ending 30.6.04	9 %	$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	None	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 / Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8½ for 1904	7½ %	Tls. 112 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6½ %	Tls. 75 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	9½ %	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1904	6½ %	Tls. 410
Singapore Dispensary, Limited	600	$50	$50	$20,000	$1,769	$6½ for year ended 31.7.1904	8 %	$80
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	None	...	$25
Steam Laundry Company, Limited	5,000	$ 5	$ 5	none	$3,654	60 cents for year ended 31.5.04	8½ %	$7 buyers
	10,000	$ 5	$ 3			First year	...	$5
Straits Ice Company, Limited	2,000	$100	$100	$25,000	$700	$10 for second half year 1904	13½ %	$150 buyers
Straits Trading Company, Limited	250,000	$10	$10	$ 50,000 / $50,000	$84,813	$1 div. and 35 cents bonus for half-year ended 30.9.1904	6½ %	$43 sales
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	...	T.Tls. 100
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	6½ %	T.Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,900	$10	$4		$480	90 cents	9½ %	$9½ buyers
Do. (Founders')	100	$10	$10	$20,000		$19.70 for year ended 31.5.1904	10½ %	$180 buyers
Watson, A. S. & Co., Limited	90,000	$10	$10	$250,000 / $25,000	$2,883	Interim of 50 cents for 1904	7½ %	$165 buyers
William Powell, Limited	12,000	$10	$10	$12000	$588	Interim of 50 cents for year 1904	10½ %	$11½ buyers

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